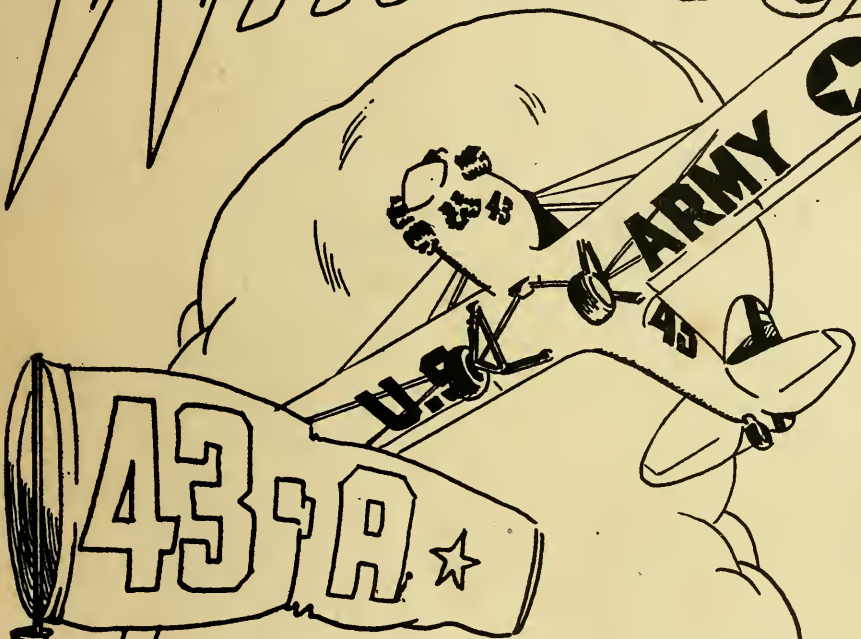
The Windsock



RYAN

SCHOOL OF AERONAUTICS

of Arizona

Published by the Aviation Cadets of Class 43-A—Pioneer Class of the Ryan School of Aeronautics of Arizona—Eleventh Army Air Force Flying Training Detachment.

AUGUST, 1942

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Dedication . . .

WE DEDICATE this book to the Mothers, Wives, and Sweethearts whom you have left behind, until this most serious of all tasks is completed.

• To their fond hopes and wishes for your every success. To their dreams of a glorious future for you in that most noble of all pursuits—the battle for the very salvation of our great land, and the defense of the ideals that we cherish.

• To their many long hours of quiet reminisence—those carefree summer nights, the gay football week-ends, the solemn beauty of Sunday morning worship, the festive Yuletide gatherings—.

• To their heartfelt prayers that peace may once again be restored, and that you, having played an integral part in the great victory, may safely return to them.

D. W. Haarman, Major A.C.
Commanding Officer

TO THE MEMBERS OF CLASS 43-A

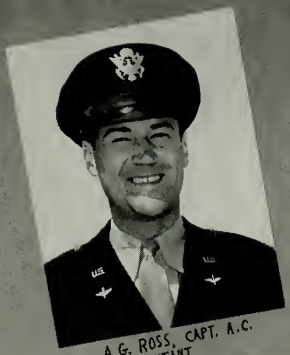
It is with a keen sense of gratification that I take this occasion to congratulate each of you for the splendid record you have made during the Primary phase of your flight training.

You have been privileged, as I have been, with the opportunity of coming to our new base at Tucson. You left the conveniences and comparatively smooth running life in San Diego to pioneer as the first group of cadets to be trained at the new school.

You have undergone living and flying conditions which have certainly not been conducive to high morale due to the incomplete state of construction. In spite of these conditions you have shown an adaptability and spirit reflecting the best tradition of the Army Air Forces.

So it is with a sincere appreciation of your excellent cooperation that I wish you the best of luck in the career you have started.

Donald W. Haarman,
Major, Air Corps, Commanding



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FLIGHT SURGEON

R.P. TATUM, CAPT. A.C.
PERSONNEL OFFICER

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L.A. GARNER, 1st LT. A.C.
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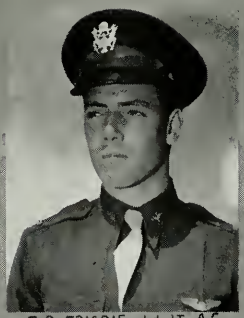

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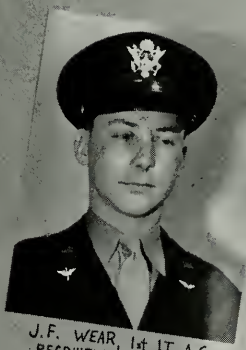

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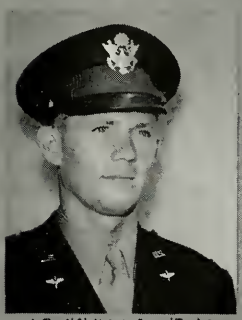

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ASST COMMANDANT OF CADETS

J.D. ANDERSON, 1st LT. A.C.
SUB-DEPOT SUPPLY OFFICER

Front Row: Left to Right—Ulm, Dach, Therrien, Pye
Second Row: Left to Right—Matson, Conway, Willett, Horton

OUR GROUND SCHOOL STAFF

•STEWART MATSON—Chief of the Ryan Ground School Staff. Mr. Matson was born in Chicago, and attended the University of Chicago, where he majored in Physics. He was instructor of Physics and Mathematics at Hammond, Indiana, prior to joining the Ryan Staff. During the last war, Mr. Matson served in the Navy, and was in Naval Reserve Aviation for several years following the war. He has been with Ryan for over two years, and his favorite expression is, "If you need it and haven't got it, you probably won't need it again."

•C. G. THERRIEN—Airplanes and Weather instructor on the Ryan Staff. Mr. Therrien was born in Idaho, but grew up and was educated in Washington. A little over two years ago he went down to San Diego for a two weeks vacation, and before getting back to Washington became a member of the Ryan Ground School Staff. Mr. Therrien's hobbies are hunting, fishing, and swimming.

•EDWARD PYE, A.B., B.S., P.E., M.S.—Instructor of Aircraft Engines on the Ryan Staff. Mr. Pye was born in Turkey, and has lived in Greece, Italy, Switzerland, France, Bulgaria, and of course America. He attended Oberlin College, Western Reserve University, and George William College, where he majored in Physical Education, Education, and Biology. Before coming to Ryan, over two years ago, he served as a librarian, High School teacher, College Professor, and a Business Men's Club Manager. He has a wife and one child and still has time for several hobbies.

•J. B. CONWAY—Navigation, and Airplane Identification Instructor on the Ryan Staff. Mr. Conway was born in Texas, and has lived in California for twenty-five years. He attended the United States Naval Academy for two years, and finished college in California, majoring in Social Science and Mathematics. He taught High School three years before coming to Ryan.

•M. V. WILLETT—Engines Instructor on the Ryan Staff. Mr. Willett was born in northern Minnesota, and was educated in Chicago. He says that he started his life in the coldest part of the country, and hopes that he will never be in a hotter part than Arizona.

•N. T. Horton—Instructor of Weather and Airplanes on the Ryan Staff. Mr. Horton was born in Chickasha, Oklahoma, and majored in Business Administration while at school. He served one year in the Infantry and nine months in the Air Corps prior to joining the Ryan Staff.

•STEPHAN R. DACH—Navigation Instructor. Mr. Dach was born in Ohio, and attended Ohio State University, and U.C.L.A. He was an office manager in Los Angeles for four years before joining the Ryan Ground School Force. His hobbies are sports, music and flying.

•CHARLES L. ULM—Ground School Clerk. Mr. Ulm was born in Washington, and was educated in Gardenia, California, and Los Angeles, where he majored in Office Management and Accounting. He was formerly employed by the Southern California Telephone Co., International Harvester Co., and B. F. Goodrich Rubber Co. Mr. Ulm is still single, but strange things can happen in Tucson.

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RELAXATION

Relaxation may be defined as the lessening of tension or a decrease in the emotional tone or discharge activities. This phenomena may well be likened to a storage battery since life itself is an electrical phenomena. Periods of activitiy may be considered as periods of discharge in the life of a storage battery. On the other hand periods of charge correspond to periods of rest or relaxation of the human being.

The anology is marked since you cannot continue to discharge a storage battery without its becoming completely discharged and causing irreparable damage. In the same manner you cannot drive the human organism to utter fatigue without causing irreparable damage to the entire nervous system and to the individual.

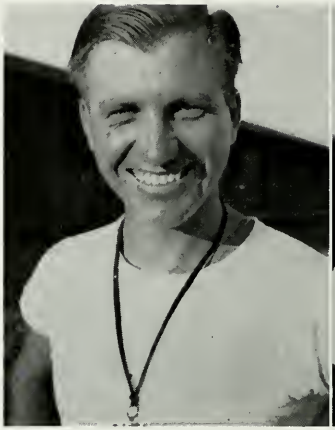
Since this is true every effort is being made by the Flying Training Command to regulate your periods of flying, schooling, and athletics in such proportions that fatigue is prevented. In this endeavor they are doing much, but you must cooperate.

You can cooperate most by doing those things you like in your spare time. This does not involve the use of alcoholics or "late hours" but does involve the pursuit of hobbies and reading and adequate rest. The hobby you choose and the reading you do should be that which you like, not which you believe others will approve of.

Remember likewise that both your Commanding Officer and your Flight Surgeon are ready to help you in any of your problems that they can. Free use should be made of their experience and guidance whenever possible not only in your training, but in your subsequent flying career.

MELVIN R. WILUCKI
Captain, Medical Corps, Surgeon

WORK YET PLAY



J. L. Hobson

W. G. Howsmon

Play is actually work. The reason the individual usually prefers the play type of activity is that play is more appealing in nature. The primary objective is having fun. Heavy muscle activity becomes secondary.

Most of us remember the time when one of our parents remarked that, if we worked half as hard in doing the Saturday morning chores as we do in playing a game of football, the chores would take very little time. As usual, our parents told the truth. Having fun really makes a great difference.

Since our country has become actively engaged in the present world conflict, the above theory on play would necessarily require a new slant. People do not think so much in terms of having fun, but in terms of winning the war. Consequently, the situation has become reversed: heavy muscle activity is of primary importance and fun has become secondary. Such is the picture in the physical training program in the Army Air Force.

Although we must resign ourselves to this situation temporarily we certainly should not completely overlook the possibility of having fun in the daily program of physical training.

First, one should analyze himself in terms of physical condition, then he might ask himself if he is deriving any pleasure from the program. If the answer is in the affirmative, he can assure himself that his objective of good physical condition is being accomplished the easy way, which often is the most efficient.

JOHN L. HOBSON
WM. G. HOWSMON

FROM THE GROUND UP

These are the guys who keep your ship in shape to fly. There are many of them—Bill and Joe and Paul, many more. Their excellent mechanical ability keeps your ship gassed and oiled, checked and ready. Day and night they work on our PT's and we take this opportunity to thank them whole heartedly—they deserve it.

AYE BAN SEE NO REASON WHY NOT — BIRDS DO IT!
DIX
A "TREE" POINT LANDING.

FLIGHT INSTRUCTORS

Left to Right—Stokes, Melchior, D'Atri, Kindopp, Krug, Karsner, Brown, and Prescott

WHY DO STUDENTS WASH OUT?

I HAVE BEEN asked this question a great many times since I began instructing Aviation Cadets. The question is invariably asked at the first flight lecture given to a new class of Cadets, and has almost as many answers as there are Cadets at Ryan.

A few of these answers are: For making the same mistake too many times; inability to receive and retain instruction; inability to relax while at the controls, and Failure to make the necessary progress.

Naturally, all of the many other reasons for washing out could be placed under this last idea. Therefore, what we really want to know are the reasons for failure to make progress.

I know that I, and I believe all other instructors, have spent many sleepless hours trying to figure some way to get Aviation Cadet Joe Doaks to snap out of it and make the progress necessary for him to achieve that long dreamed of goal—to become a military pilot.

In order to become a pilot, each student must first of all make up his own mind that he can fly. Some students lack this self confidence, while others believe that they are natural born pilots.

Although it is unnatural for men to fly, there are comparatively few new ideas that one must learn, and by learning these few ideas, and using them in every one of his flying hours, until they become natural to him in any emergency, it will give him the necessary self-confidence to become a good pilot.

On the other hand, if a student believes himself to be a natural born pilot, he may not think it necessary to take the trouble to learn these important fundamental ideas. In my ten years as a flight instructor I have never met a natural born pilot.

In summing up the idea, I wish to say that a student must be in the proper state of mind and realize that he can never learn enough about flying.

C. L. PRESCOTT,
Flight Commander, Flight C

"C" Flight

AMBABO, GEORGE C.

Took off: Syracuse, N.Y. 22 years ago.

Flight data: Cathedral High School. Letter winner in basketball, football, baseball, and soccer. Employed as an accountant for a trucking firm before entering the armed forces.

Objective: To keep all those girls happy, and to fly a mean A-20.

ASHLEY, GUY L.

Took off: Nova Scotia, Canada, 25 years ago, allowed to cross the border 5 years later.

Flight data: Riverside Military Academy, Pulp and Paper Technology at the University of Maine. Employed as manager of Pulp and Paper firm in New Orleans, La.

Objective: To wear those silver wings "like his daddy used to do."

BABINSKY, HENRY W.

Took off: Emporia, Kan., 25 years ago.

Flight data: College of Emporia. The Mad Russian was a gravel agitator in the Infantry for 15 months.

Objective: B-25.

BOHMER, ROBERT A.

Took off: Columbus, Ohio, 22 years ago.

Flight data: Ohio State University. Employed 2 years as a draftsman. Still single but hopeful.

Objective: To hit Tokyo with Doolittle.

ANDERSON, EUGENE L.

Took off: Cokato, Minn., 19 years ago.

Flight data: Dassel High School. Fourteen months Army Air Force. Baseball, wrestling, hunting and fishing.

Objective: B-26.

ASKINE, VERNON R.

Took off: Bayard, Neb. 21 years ago.

Flight data: Sacramento Junior College. Horseback riding, and an occasional beer. Employed as bookkeeper in Sacramento Air Depot.

Objective: Wings over Germany.

BENDER, WILLIAM R.

Took off: Reading, Penn., 20 years ago.

Flight data: Reading High School. Joined the Air Force in 1940 as radio operator. Track artist from way back.

Objective: To sprout silver wings.

BOLICK, HENRY P., JR.

Took off: Union, S. C., 21 years ago.

Flight data: Union High School. Caught in the draft in 1940, and came to Ryan as a former doughboy. Likes all sports and most women.

Objective: To fly a P-39 over Germany.

BRIGEWATER, JAMES D.

Took off: Williamsport, Ind., 22 years ago.

Flight data: Purdue University. Famous for a 1,000 word theme on alertness while flying, also that bright red nose.

Objective: Marriage soon.

DAHL, ARVID O.

Took off: Minneapolis, Minn., 25 years ago.

Flight data: South High School, University of Minnesota. From a Minneapolis Cop to a Ryan Cadet.

Objective: To convert that silver badge to silver wings.

DECKER, LYNNE E.

Took off: Camp Dix, N. J., but calls Frisco his homeport.

Flight data: Spent two years at the U. of San Francisco, played music on a trumpet and harmonized a bat and ball. Boogie-woogie boy of Company B, now.

Objective: To be married on the day he is commissioned.

DENISON, GEORGE F.

Took off: Chicago, Illinois, twenty one years ago.

Flight data: Attended 2 years of college and worked as a draftsman with International Harvester.

Objective: To do slow rolls over the "Windy City."

DOUDNA, JAMES A.

Took off: Spencer, Iowa, indefinite years ago.

Flight data: Attended U. of Minnesota, where he was waterboy for the second team. The Quirk jerk of 43-A.

Objective: The unique desire among all cadets—to get his wings.

ECKHART, ALAN

Took off: Chicago, Illinois, 23 years ago.

Flight data: Dartmouth, but hopes to go back to teach at St. Johns in Annapolis. Wants to slow roll an A-20 for the boys.

Objective: Take same A-20 into the fray.

CZACH, JAMES F.

Took off: Chicago, Ill., 21 years ago.

Flight data: Lindblom High School. Illinois "Y" 118 lb. wrestling champ in 1940. Employed as a printer in Chicago.

Objective: To take an A-20 over Tokyo for the fireworks.

DALMANN, GALE A.

Took off: St. Paul Minn., 22 years ago.

Flight data: Schooled in St. Paul, has a blonde wife hailing from the same district. Hunting and fishing head his sport list.

Objectives: Hopes to hunt in the future with a pair of silver wings.

DELAMETER, LEWIS S.

Took off: Northville, Michigan, age, you guess.

Flight data: Former C. P. T. student with plenty of time in big jobs, specializes in check rides.

Objective: To fly as well as Mr. Prescott.

DIETEL, FRANCIS X.

Took off: Detroit, Michigan, 19 years ago.

Flight data: St. Ambrose High, where he bolstered the baseball team, worked at Outdoor Advertising, and is famous for his dogfighting with instructors.

Objective: More dogfighting with a P-39.

DUFFY, WILLIAM F.

Took off: Chicago, Illinois, 22 years ago.

Flight data: Attended Mt. Carmel High School where he excelled on the track and in the social swim.

Objective: To navigate that wedding with Miss Peg., and get a B-24 to Tokyo.

ELLIOTT, HAROLD S.

Took off: Minnesota's Osakis, 19 years ago.

Flight data: Struck while quite young by a model airplane, it left a lasting impression, still visible. Wants to fly a dive-bomber like his brudder.

Objective: Make that impression silver.

ELLIS, GEORGE W.

Took off: Bowling Green, Kentucky, 25 years ago.

Flight data: Claims the best looking horses and fastest women in the country from his hometown. College educated but loves to dog-fight.

Objective: Ride a "Jap" in the 1943 Kentucky Derby.

FUDGE, R. KEITH

Took off: Troy, Ohio, 25 years ago.

Flight data: Civilian field representative for Ordance, thinks his homestate is cream and honey.

Objective: Military wedding.

GARRISON, RICHARD Q.

Took off: Charlotte, North Carolina, 20 years ago.

Flight data: Berryhill Hi gave him his education, and Casinova Dick is easing through life on that southern smile.

Objective: To get lost in a B-26 in the South Seas.

GRANT, ADELBERT C.

Took off: Cleveland, Ohio, 24 years ago.

Flight data: Air training started in an air lines ticket office and included the big jobs, Penn-Central losing him to the air corps.

Objective: M. C. a new method of eliminating Japanazis.

HANGER, FLOYD A.

Took off: Dayton, Ohio, twenty years ago.

Flight data: Twin brother and self arrived on Thanksgiving Day. Delco liked his draftsman work, former air corps man.

Objective: To black his instructor out.

HOOTON, SAMUEL B.

Took off: Demopolis, Alabama, 20 years ago.

Flight data: Howard College. Recognized by the ravings about his woman at home, and 100 mph landings, all wheelers.

Objective: Silver wings and Birmingham furlough.

KELLY, PATRICK J.

Took off: Corbin, Kentucky, 20 years ago.

Flight data: U. of Tenn., where he played all sports. Fights in a true Irish manner like all the Kellys.

Objective: Slap the Japs.

KENNEDY, THOMAS B.

Took off: Portland, Oregon, 23 years ago.

Flight data: Oregon State College, has a hard time engineering, his speciality, his 6 feet 4 into a Ryan but manages.

Objective: To find a bed in the army he doesn't stick out of.

HESLIP, ROLLIN GLENN

Took off: Texas born, 25 years ago.

Flight data: Married, can't see how the Gulf company manages to get along without him, makes a swell Sergeant Major.

Objective: A little Heslip for every Jap he gets.

JONES, ALBERT E.

Took off: Houston, Texas, 20 years ago.

Flight data: Schooled there, has started a campaign amongest his fellow cadets to prove Texas is part of the U.S.

Objective: To get back to Texas for the usual reasons.

OSBORNE, EARLE L.

Took off: Bandon, Oregon, 22 years ago.

Flight data: Myrtle Point Union High, air corps former mechanic and instrument specialist, is our cadet adjutant.

Objective: To get this done and go home to teach Pop to fly.

SIMS, MARK L., JR.

Took off: Hedley, Texas, 20 years ago.

Flight data: Allen Military Academy, played basketball and starred in track. Saw service in air corps prev.

Objective: Wants to go back to Randolph as a cadet.

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Front Row: Left to Right—Johnson, Krug, Conniry, Bailey, Knapp, Sheppard.
Second Row: Left to Right—Macy, Funk, Craft, Bonnett.

FLIGHT INSTRUCTORS

TO GRADUATING CADETS OF FLIGHT "D"

It has indeed been a pleasure to have worked with you cadets throughout your Primary Training at the Ryan School of Aeronautics.

Even though a decided change occurred due to the move to Tucson, you men have done your very best, and have certainly displayed a high state of morale at all times, which is highly commendable.

We will all be extremely interested in your progress in the Basic Stage of Training, and we sincerely trust your efficiency will be ever as high in that phase as it has been here.

Good luck to each one of you, and continue the good work throughout your flying career.

JOHN K. FUNK,
Flight Commander, Flight D

"D" Flight

DODD, CARLOS L., 1st Lt.

Took off: Texarkana, Texas, 23 years ago.

Flight data: Industrial engineering at Texas A. & M., comes to us from AA hoping to beat the boys at their own game.

Objective: To lead a squadron of A-20 nightfighters some day.

FONTS, ANTHONY V.

Took off: Columbus, Ohio, 19 years ago.

Flight data: Schooled in Columbus, likes football the best of all sports, but makes everybody stand around in awe at his diving.

Objective: Win two things, the wings, and Mickey, back home.

DAVY, WILLIAM F., JR.

Took off: Shakapee, Minnesota, 26 years ago.

Flight data: Attended John Marshal Hi in Minneapolis, and U. of Minnesota, along with St. Thomas College of St. Paul.

Objective: To get home and cinch a certain deal.

LISHKA, J. RAYMOND

Took off: Cincinnati, Ohio, 22 years ago.

Flight data: Schooled at U. of Cincinnati in bacteriological work, came out of one govt. branch into another.

Objective: To put the "Rover Boys" in place and get back to his.

LEY, EDMUND A.

Took off: Newanna, Indiana, 23 years ago.

Flight data: Took five months to get into the cadets, and now finds you can get out a lot quicker. Lake Manitoa is his idea of heaven, for many reasons.

Objective: Wants the opportunity to snap-roll a basic trainer.

McKEE, ROBERT B., JR., 2nd Lt. F. A.

Took off: West Palm Beach, Florida, 22 years ago.

Flight data: Attended the University of Florida, left his pet 105 mm. howitzer battery for an airplane.

Objective: To lead a squadron of P-47's.

MORIN, JOHN M.

Took off: Chicago, Illinois, 21 years ago.

Flight data: Mt. Carmel Hi and Northwestern U. John was good at athletics but is doing alright now in a plane. Just wait till he gets back to Chi to see all the old gang.

Objective: To leave the desert for civilization, like Chicago.

O'HARE, DONALD D.

Took off: Superior, Wisconsin, 22 years ago.

Flight data: Tamalpais High School, but now claims San Anselmo, Cal., for the hometown. Sleeps outdoors like a rugged chap.

Objective: Fly a medium bomber over you know where.

PARKER, FRED V.

Took off: San Francisco, Cal., 22 years ago.

Flight data: San Francisco Junior College and primary C.P.T. under Major Richards, Self styled ace, he's out for that many victories.

Objective: To be an Army flying instructor.

PRINGLE, FRANK G.

Took off: Oakland, Calif., 26 years ago.

Flight data: Graduated from Roosevelt High there in 1934, has led a good peon's life ever since.

Objective: To blackout the rising sun.

REMSPECHER, WALTER W.

Took off: St. Louis, Mo., 25 years ago.

Flight data: Roosevelt Hi there till the air corps got him out to repair their planes, thinks flying them is much easier.

Objective: To prove he knows what'll stop the Japs.

RUFF, LAWRENCE J.

Took off: Petaluma, Calif., 22 years ago.

Flight data: Exposed to education at U. of Santa Clara, no harm done. Instead of a diploma they gave him his general orders.

Objective: No symptoms perceptible as yet.

SIMPKIN, JOHN T.

Took off: Palo Alto, Calif., 21 years ago.

Flight data: Menlo Junior College. Has difficulty finding an area not populated with other planes, usually the same spot.

Objective: To get his limit of Japs while the seasons still open.

SMITH, LAWRENCE L.

Took off: Simons, Ohio, 26 years ago.

Flight data: Williamsfield Hi, where he excelled in soft ball, baseball, ice skating, and a boyhood ambish to fly as he's doing now.

Objective: Finish this fight and get back to our great country.

PERRO, EDWARD J.

Took off: Anaconda, Montana, 21 years ago.

Flight data: Anaconda High School and Poly College of Engineering in Oakland, Calif. Good at photo's, trying for that mech. engineering degree also.

Objective: A "shot" of all those Japs he's going to get.

RAFAEL, THOMAS

Took off: San Francisco, Calif., 21 years ago.

Flight data: San Pablo, hometown, spent two very happy years laying under the trees at Marin J. C., and a year a slave of capitalism.

Objective: To take a ten year vacation after the war.

RONDEL, ALBERT OLIVER

Took off: Chicago, Illinois, 23 years ago.

Flight data: Wilson Jr. College, Co-capt. football team. Tried his hand as a lifeguard and in the shipyards. Our hero.

Objective: To give the Japs some disorganized athletics.

SCHUPPERT, ROBERT R.

Took off: Oakland, Calif., 22 years ago.

Flight data: Attended Oakland Hi where he participated in track and football. With that beak wants to join the Eagle Equadron.

Objective: To fly as well as said squadron does.

SIMS, ROBERT T.

Took off: Chicago, Illinois, 21 years ago.

Flight data: Univ. of Wisconsin, NCAA basketball champs, pro baseball & basketball. The muscle man of the outfit. As Morin.

Objective: To cut his front lawn with the props of an A-20.

STIRNUS, HERMAN A.

Took off: Calistoga, Calif., 21 years ago.

Flight data: Schooled in San Francisco, worked for Pan Am airways, likes to ski along with ice skating and swimming. Pastime—blondes.

Objective: To do a perfect slow-roll in a P-40.

TENNYSON, HALVOR L.

Took off: Blunt, So. Dakota, 25 years ago.

Flight data: Blunt Hi and then the air corps in 39 cause it was getting cold in So. Dakota. Spent 14 months in Hawaii until that day, is now practicing to give them a special day.

Objective: To make that "day" soon and big.

THOMAS, JOHN J.

Took off: Richmond, Calif., 24 years ago.

Flight data: Marin J. C. for two years, served Std. Oil of Calif. and U.S. Govt. in turn. Likes the latter better.

Objective: Famous for cutting fences, wants to do the same for Tokyo in a B-17.

THOMPSON, RAY L.

Took off: Santa Ana, Calif., 21 years ago.

Flight data: Got out of High School in Colorado, teachers still wonder how. Later got out of Santa Ana Replacement Center to us, and we're glad.

Objective: To fly a B-26 as easily as a PT.

TOVANI, GLEN E.

Took off: San Rafael, 25 years ago.

Flight data: This war interrupted a career as a college basketball coach. But is going back to it, after a nice long rest.

Objective: Right where he is, in the army air corps.

TYLER, EDWIN S.

Took off: Vallejo, Calif., 19 years ago.

Flight data: Schooled in California, he figures this training will be a good basis for later life transport work. Looking for a non-member of the Short Snorters club.

Objective: To talk the young lady into saying yes.

VAN RAAM, RUDOLPH

Took off: Martinez, Calif., 24 years ago.

Flight data: U. of Southern Cal., and oil refinery background, he's a good sportsman and our battalion commander. Favorite diversion is an evening of dancing.

Objective: To loop a B-24.

WADE, WENDELL W.

Took off: Winfield, Kansas, 27 years ago.

Flight data: Southwestern college, B.A., a Pineapple boy, he longs for the islands and certain contents thereon. Home Sweet Home.

Objective: To get back to H. S. H.

WATSON, CHESTER E.

Took off: Portland, Oregon, 22 years ago.

Flight data: Lowell Hi and a logsplitter in the backwoods of Oregon like a famous president, his ambitions politically only run to vetoing a few Jap policies.

Objective: To get back to his logs, with a pretty gal.

WHITSELL, ROBERT H.

Took off: Sacramento, Calif., 22 years ago.

Flight data: Schooled there, he must have had an excellent mechanical education to keep it running this long, it being that car. Still thinks he can beat Watson & Kennedy in chess.

Objective: To teach his dream gal his ideas on flying and stuff.

WILLEY, CLIFFORD A.

Took off: Makawai, Maui, Territory of Hawaii, 24 years ago.

Flight data: This chunky lad given the chance could really make you line up for a trip to the Pacific paradise, still looking for a comfortable pair of shoes.

Objective: To get a P-39 home.

WOLFF, MILO M.

Took off: Chicago, Illinois, 25 years ago.

Flight data: Educated in Chi., goes in heavy for fishing and hunting, with his pretty wife. Last in the list, but tops in the ranks.

Objective: Subdue these fanatics and get home to the Mrs.

In Appreciation . . .

Space is limited, for no matter what the size one could not set down enough words to adequately express the true feeling we all have for what you people here at Ryan have done for us.

We could start—where? With our flight instructors, with whom we are more closely associated—perhaps with the powers that be, behind the scenes, keeping the organization rolling in its smooth harmonious manner. Or should we start with the ground school instructors whose technical help has aided us in understanding the theoretical side of our training—perhaps the ground crew whose work has helped us maintain a good safety record.

But no matter whom we start with our appreciation is as sincere, as heartfelt, as warm to each for they all have contributed as a whole unit to the success of our training.

We have not singled out any one for individual praise because all are important. So, to all, we say, thanks a million.

THE EDITOR

TO THE FLIER OVER MY ROOF

Flier, sailing the cloud-kissed air,
How do we look to you from there?
A jumble of roofs, where the chimneys sprout,
With the Monday washings hanging out?

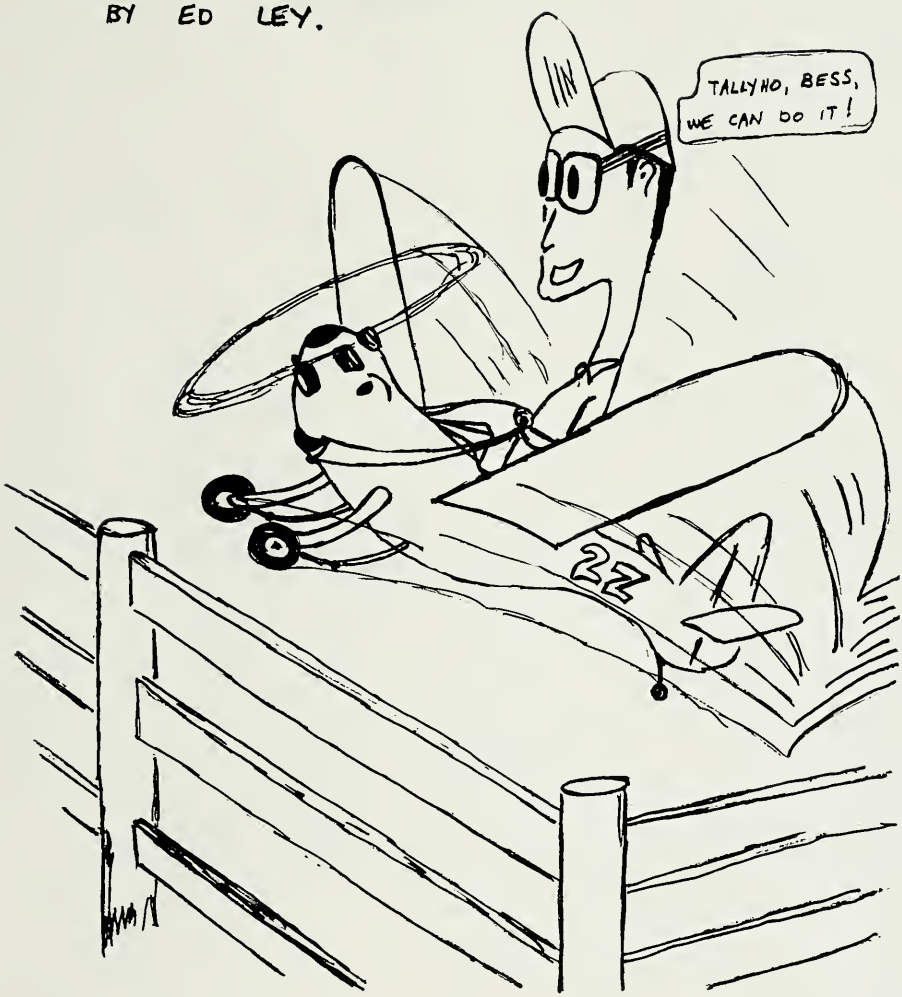
What do you think as you fly along,
Your motor humming its mystic song,
Parting a cloud or dodging a star—
Does it make you feel how small we are?

Airman, skimming the steepled town,
Do you ever muse, as your eyes look down,
On the futile rushing to and fro,
Of the millions of humans you guard below?

Do you know, though we seem so far apart,
That it's you up there who are giving us heart,
Giving us courage to carry through,
All because of our faith in you?

—BY HELEN ROWLAND

THE HOOSIER HUNTSMAN
OR
HOW TO MANIPULATE A FENCE
BY ED LEY.



FORCED LANDING!
"NO-MR. WHITSELL -- IN THE COCKPIT!"

AN EPIC OF WOE

Ryan Field needed a mascot
And we all hunted far and near.
We had just given up in dispair,
When Whitsell's car got here.

It was only 12 hours late,
But that's surprisingly good,
And if anyone doubts that statement,
Take a look down under the hood.

It kicks right off like an old fire horse
When it is really going somewhere,
But don't let that fool you fellers,
Cause that's a crock of hot air.

Four times I've started to Tucson
With head and hopes held high,
Only to end up under a cactus
And see all my dreams fade and die.

You really get used to the rattles,
And the virbrations mean not a thing,
But the part that always gets me
Is when it starts shaking to swing.

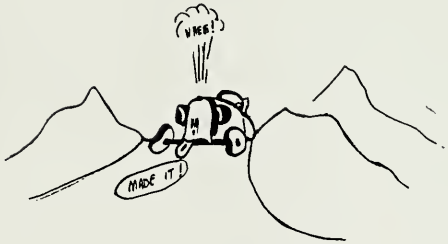
Boogie Woogie's a minor accomplishment,
And Whitsell's a miracle man,
Cause he can fix any darn trouble
With a screw driver, pliers, and tin can.

Vapor lock's his favorite diagnosis,
But if you ask me he's all wet,
Cause all the thing needs is a radio
And I bet it will really get hep.

I think that the Cadets of Ryan
Will all be mechanics first class,
For in order to get the thing started
We've all had to turn out en masse.

So here's to Whitsell's sport roadster,
Slightly battered, and vintage unknown.
Just show me a car more versatile,
And I'll sure give it a permanent home.

—Avn. C. R. Keith Fudge



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LOWER CLASSMEN'S THEME SONG

There's been a lot of noise and cryin'
'Bout the proper way to bounce a Ryan.
We don't care how you perform the feat—
Just so the prop and tail don't meet.

HISTORICAL FLIGHT DATA

Aviation Cadet Jones, Albert E., in ship No. 674 was the first student to solo from our new field at Tucson, Arizona.

SAN DIEGO vs. TUCSON . . .

Oh for those wonderful, peaceful days at San Diego—those cool days.

Do you remember the Sky Room, the Little Club, the Gold Room, Mission Beach, La Jolla, and last but not least, Balboa Park? Do you remember our "Life of Reilly?" The beautiful view of the bay to be had from our upholstered chairs. Our Beauty Rest Mattresses, tiled showers, chromed ash trays, our carpeted and curtained rooms in which to spend our leisure hours! Do you remember flying in the quiet, calm atmosphere surrounding Mission Field?

"Ryan School was moved to Tucson, Arizona, without the loss of a single hour of flying time." We received "the last cigarette before we were hung." . . . Then came the thermals, dust storms, bugs, spiders, snakes, cacti, unbearable heat, lack of water, electricity, and even beds.

But—could you use those ash trays, tiled showers, upholstered chairs, Beauty Rest Mattresses, and just how many leisure hours did you have? How about the Gobs, the Marines, and the G.I. soldiers cluttering up all those places of enjoyment. The precious flying time lost dodging dive bombers, and waiting for the inevitable morning fog to lift.

Really now! How do we stand? Just stop a minute! What price wouldn't you pay for everything that has been gained by the move to Tucson. Can you not now fight thermals with an experienced hand, land in a stiff desert breeze, gain altitude in air too thin to breathe, and fly a full four hours every day-

You bet we'll take it!

LIBYA HERE WE COME!

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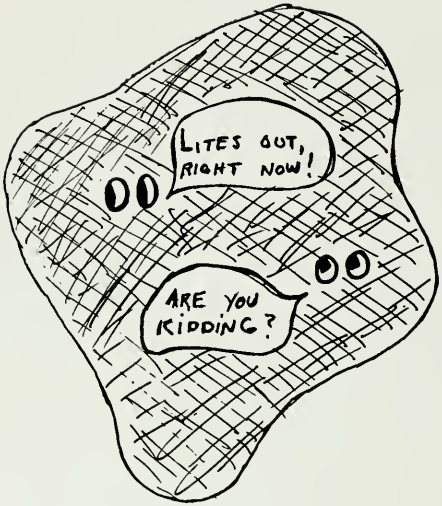

FAREWELL

Gone are the days of hazin'
We will see no more rat racin'
That familiar call "Air raid, right now
Is one thing the war won't allow.

ICE
BLONDE PASSING!

THE END ?

Yes, of this book and of our primary training but, we are not through. Ryan has fashioned us from dodo's, those birds who cannot fly, into baby eagles. Now it is up to us to go on and give the best that is in us in order that we may finish Basic and Advanced.

We want to be more than baby eagles, more even than full grown eagles with strong wings and sharp claws. We will fly with a purpose, you all know that purpose. We will be the American Eagles.

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

AUTOGRAPHS

51 74

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43B
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supervisor
Mr. W. G. Howsmon

Editor
Paul V. Daly

associate editors
Dick Rudolph Marion Long

directors of photography
Lawrence Wygal Donald Mishler
Harry Weeks
Ingvald Berg Charles Moss

art work and design
Herbert Hintze Al Camarena

DEDICATION

To Victory—may it be soon, the cost small, and the peace that follows, permanent. To that end, we dedicate the efforts of Class 43-B.

D. W. HAARMAN, MAJOR, A.C.
Commanding Officer

MEMBERS OF CLASS 43-B

You can well be proud that you have successfully accomplished the first phase of your pilot training. These past days have meant full schedules of flying, ground school, military, and physical training, which are the basic curriculum for the important job you are trained to accomplish, the job of winning this war cleanly and quickly.

While you have been here in training, we've given you everything we have to offer so that you will be well prepared for the real test—the Basic and Advanced phases of your training. By passing the difficult hurdles of the Primary stage, you are now ready to start your real training as military pilots.

Our country is in the midst of a fierce world conflict, and we are privileged to do an important part in winning this war. Our Air Force is fighting a vital role in the war, and the job we have to do is of great importance to the ultimate victory that will be ours. When you receive your wings in just a few months, you will then be molded to this great fighting Air Force of ours. Your opportunity is seasoned with the highest honor that man can be given—to win the victory rests upon your shoulders as well as upon the soldiers who are already "on the front."

It has been a great thrill and privilege for me to work with you, and gives me the utmost satisfaction to see in each of you that courage, loyalty, and fighting spirit that make real fighting men.

Good luck to you!

DONALD W. HAARMAN,
Major, Air Corps, Commanding

A.G. ROSS CAPT. A.C.
ADJUTANT

M.R. WILUCKI CAPT. M.C.
FLIGHT SURGEON

R.P. TATUM CAPT. A.C.
PERSONNEL OFFICER

M.B. FLANIGAN 1st LT. M.C.
ASST. FLIGHT SURGEON

L.A. GARNER 1st LT. A.C.
OPERATIONS OFFICER

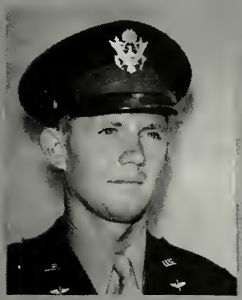
E.R. BANE 1st LT. A.C.
EXECUTIVE OFFICER

J.F. WEAR 1st LT. A.C.
COMMANDANT OF CADETS

E.R. FRISBIE 1st LT. A.C.
ASST. OPERATIONS OFFICER

L.E. WHITE 1st LT. A.C.
DIR. OF FLYING SAFETY

J.D. ANDERSON 1st LT. A.C.
SUPPLY OFFICER



A.R. HOLMAN 2ND LT. A.C.
ENGINEERING OFFICER

GROUND SCHOOL INSTRUCTORS

MAKE THE BEST OF IT . . .

MAKE THE best of it. It is said that the first axiom of a seasoned soldier is "Look over the terrain, and then make the best of it." Throughout our national history we have almost innumerable instances of our armed forces in combat having been outnumbered by better equipped enemies, yet they won. They made better use of a bad situation than their enemies did of a good one, as witness the exploits of our Marine Detachment at Wake Island, and the A.V.G. in China.

In your military flight training you are being taught in the ground school, the fundamentals which will enable you to get all the performance there is to be had out of your engine and airplane. This is the knowledge and ability which you will need when the time comes for you to "make the best of it." And remember too, that your knowledge of meteorology and navigation are just as important as your understanding of your plane and your power plant. Your knowledge of each of these subjects is just like your parachute, for, "if you ever *need* it, and haven't it, you probably won't need it again."

BY STEWART W. MATSON,
Director of Ground Training

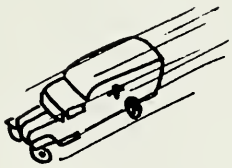
Safety in Flight

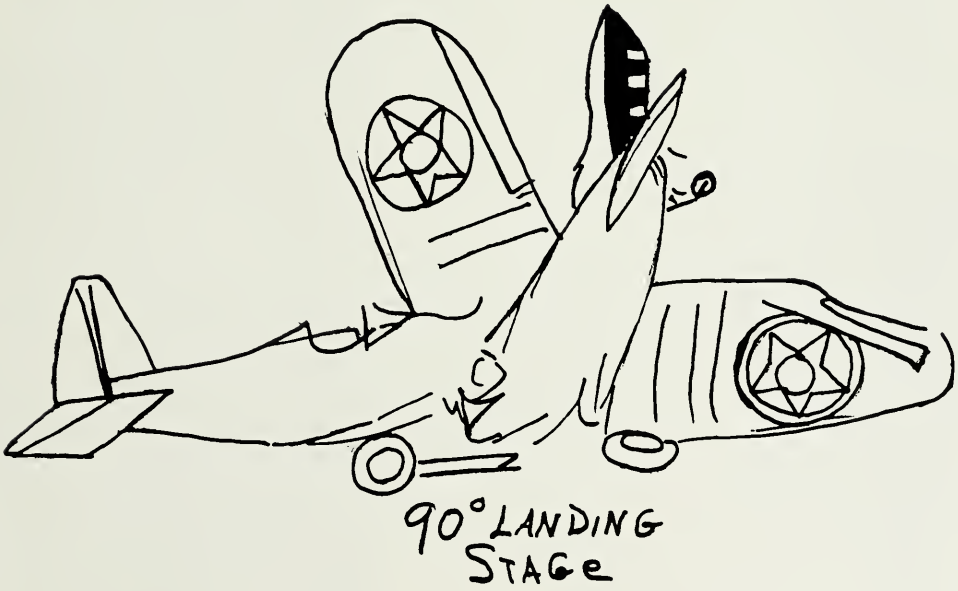
"Safety in Flight" may seem a paradoxical statement insofar as military aviation is concerned—at least, so it will seem to the "earthlings." However to the men who soar the skies in peace or war, it is the essence of good flying. Even combat flying has now become teamwork. The man who engages in individual "dogfights" either in combat or in his training period, when he is not isolated from his group and forced to do so, is in extreme danger of becoming a casualty. He may likewise cause the loss of his entire flight through the disorganization of the firepower and fighting ability of the "team."

Why then do we have students who persist in flying in this manner? Is it lack of training or guidance? The answer there is obviously no! This practice is bound to lead to accidents, many times fatal, which no training school or combat command desires. The answer of course is an individual thing and is a definite pilot error; more emphatically an error since warnings and training directives are constantly aimed against this practice in an earnest attempt to reduce preventable aircraft accidents.

Final analysis places the responsibility for accidents of this nature upon your shoulders, so let's have "Safety in Flight" and not "Rest in Hospitals" throughout your entire combat as well as training period.

MELVIN R. WILUCKI
Captain, Medical Corps Surgeon

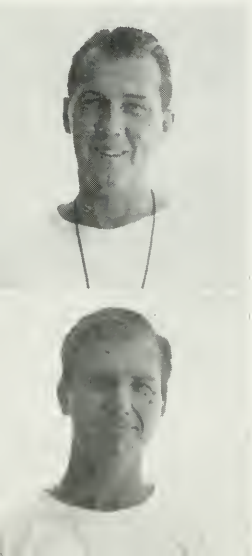




TO CLASS 43-B . . .

Yours has been the real pioneer class, the first to complete its entire primary training at the present location of this detachment. Facilities for a physical training program have been sadly lacking. However, by and large, most of you have made appreciable progress toward physical fitness in spite of this situation. It is our hope that this phase of training at this detachment will soon develop into one of superior quality and effect. This is our immediate war objective.

JOHN L. HOBSON
WILLIAM HOWSMON
Directors of Physical Training



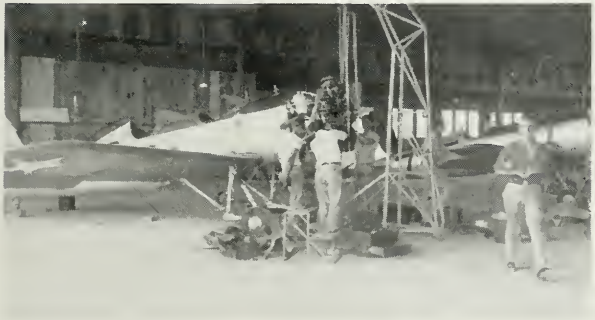
Top—Wm. G. Howsmon
Bottom—John L. Hobson

You Bust 'Em . . .

And the above statement is no guff. The ground maintenance men gave Class 43-B seventy-two hundred air hours with but one partial engine failure. They ate dust; perspired under a desert sun; and contended with all conditions successfully (unquote).

Cadets have a goal; the men that keep cadets in the air have only jobs. And routine, monotonous jobs they are at best. To them we owe and gladly give a large vote of thanks. If ship maintenance at Basic is as good, all failures will be pilot, not mechanical.

. . . We Fix 'Em



Mr. Wm. Gibbs
Flight Commander

"E" Flight Instructors

Mr. John Knox
Assistant Flight Commander

TO "E" FLIGHT

You are completing your primary training. The first step toward those coveted wings.

You have seen problems rise and solved. You have been successful, a very large percentage of you graduating. You have been lectured, criticised, prompted, censored and praised (occasionally). May all the effort spent on you not be in vain.

At this time you have a very great responsibility to fulfill. To do this you will be required to learn well and fast. Time is short so do not fail to exert your utmost, concentrate but never forget the other fellow and your safe flying habits.

I will miss each face that has become familiar. Pleasant association, recollections of various incidents, and your patient endurance of our lecture periods will be long remembered. Farewell—and remember the airplanes will spin even if the nose is below the horizon.

Bill Gibbs
Flight Commander

"E" FLIGHT

BORTELL, CHARLES K., 2nd Lieut, Inf.

Contact—Hartford, Conn., Aug. 19, 1919.
Report—Entered active service as Cadet U.S.M.A., July 1, 1938. Graduated and commissioned as 2nd Lt., Inf. on May 29, 1942.
Plan of Attack—A transfer to Air Corps and a chance to show Hirihito the business side of a B-17-F.

ALLEN, JOHN E.

Contact—25 years ago at Cody, Wyo.
Report—Graduated from Cody High School in 1937. Favorite sport is hunting big game.
Plan of Attack—To win wings and then hunt big game in a B-26.

ASHER, JOHN R. "TOBY"

Contact—21 years ago at Mesa, Arizona.
Report—Attended Arizona State University. Hobby is running horses.
Plan of Attack—To see if a P-40 has as much zip as an Arizona mustang.

BEEBE, NEAL D.

Contact—21 years ago at Willoughby, Ohio.
Report—Two years at Long Beach Junior College. Married and adopted Californian.
Plan of Attack—Bars and Wings, to stop the Japs.

BERBERICH, JOE P.

Contact—24 years ago at Grand Island, Nebr.
Report—Gets around the schools—Creighton Univ. to Long Beach J.C.
Plan of Attack—To do good lazy 8's in a PT-22.

BERG, INGVALD A.

Contact—24 years ago at Red Lake Falls, Minnesota.
Report—University of Minnesota. Hopes to go back for his degree after the war.
Plan of Attack—Remove the ax from the axis and change the "is" to was.

BLOOM, HOWARD H.

Contact—21 years ago at Detroit, Mich.
Report—Engineering at Detroit Institute of Technology. Worked in Experimental Engineering Department of General Motors.
Plan of Attack—Fly those twin engine ships.

BOWMAN, BRYANT

Contact—24 years ago at San Francisco, Calif.
Report—Powerhouse operator at Boulder Dam and did commercial flying over the dam and Grand Canyon; also instructed in sailing and swimming.
Plan of Attack—A business trip over Tokio in an A-20-A.

BRAUER, GEORGE M.
Contact—22 years ago at Oakford, Ill.
Report—Fresh out of Illinois State Normal University.
Plan of Attack—To fly the biggest bomber they make.

CAMARENA, ALFONSO
Contact—25 years ago at Williams, Ariz.
Report—Always late for reveille.
Plan of Attack—Fly one of the big ones.

CARR, ROBERT J.
Contact—21 years ago at Proctor, Minn.
Report—University of Minnesota, just another Swede.
Plan of Attack—Fly a P-38.

COHN, ROBERT S.
Contact—22 years ago at Scarsdale, N.Y.
Report—Graduate of Brown University. Likes to ski.
Plan of Attack—Wants the wings and a woman.

COOPER, RUSSELL A.
Contact—25 years ago at Ottosen, Iowa.
Report—Attended Iowa State College. One of the quiet boys.
Plan of Attack—To slap a Jap.

COX, JAMES R.
Contact—22 years ago at Phillips, Okla.
Report—Here by way of Modesto Junior College. Baseball, basketball and swimming to keep out of mischief.
Plan of Attack—Buzz home town in P-39 and then away.

BROWN, JESSE E.
Contact—22 years ago at Macomb, Ill.
Report—Attended teachers college—plays football—and how!
Plan of Attack—B-24 to Tokyo.

CAMPBELL, ROBERT C.
Contact—20 years ago at Pattonsburg, Missouri.
Report—Attended the University of Southern Cal.
Plan of Attack—Get a Zero and go home to Jen.

CLOTE, JOHN W.
Contact—22 years ago at Tulsa, Okla.
Report—Attended University of Tulsa. Worked for Public Accounting firm.
Plan of Attack—To learn to fly.

CONVERSE, ROBERT F.
"Deacon"
Contact—22 years ago at Council Bluffs, Iowa.
Report—Worked through part of Univ. of Omaha.
Plan of Attack—To civilize the Axis.

COPELAND, DAVID H.
Contact—Denver, Colorado, March 1, 1920.
Report—Two years Colorado College. Joined Air Corps January, '42. Never did anything outstanding and never expects to.
Plan of Attack—To live like a white man again at the expense of the Japs.

CROSIER, CLARENCE F.
Contact—Twenty-four years ago at Greeley, Colorado.
Report—Went to Colorado State College of Education. Became insurance solicitor and small politician.
Plan of Attack—To applaud at Hitler's funeral.

CUDDINGTON, IRVING J.
Contact—20 years ago at Farmington, Illinois.
Report—Attended University of Illinois majoring for 2 years in Commerce. Worked a year as a Time Study Engineer for R. G. LeTourneau & Co. of Peoria, Illinois.
Plan of Attack—To get those silver wings.

DUGUID, JAMES M.
Contact—22 years ago at Joliet, Ill.
Report—Illinois Wesleyan School of Medicine. Hopes to continue some day.
Plan of Attack—After those silver wings.

ELDRED, WM. L.
Contact—21 years ago at Davenport, Iowa.
Report—Worked way two years at St. Ambrose College.
Plan of Attack—Anything worth telling his grandchildren about.

ERWIN, OLIN E. (Len)
Contact—Twenty-seven years ago at Mayetta, Kansas.
Report—Married. College at Winfield, Kansas.
Plan of Attack—A four motored job for Uncle Sam.

FAIRCHILD, ROBERT E.
Contact—20 years ago at Fond du Lac, Wisconsin.
Report—Knox College; thought he was a H.P., so quit.
Plan of Attack—Zoom every car he sees.

FITZPATRICK, CRAIG W.
Contact—22 years ago at San Francisco, Calif.
Report—University of California. Believes in redheads.
Plan of Attack—Wants to see red.

DALY, PAUL V.
Contact—Twenty-six years ago at Bakersfield, Calif.
Report—Married; one daughter, who is too young for wolves.
Plan of Attack—To win this war.

EATON, JOHN OWEN
Contact—22 years ago at Eveleth, Minn.
Report—Attended Virginia Junior College. Played basketball, football and semi-pro football.
Plan of Attack—To return to God's country (Minnesota) and marry a certain blond.

ERNEST, WILLIAM "Junior"
Contact—19 years ago at Dalton, Nebraska.
Report—Fresh from the RCAF to Ryan Field. A born hunter and fisher.
Plan of Attack—To lower the boom on a Jap carrier with a dive bomber.

FAGGETTI, MARTIN A.
Contact—Twenty-six years ago at Hillsboro, Illinois.
Report—Attended Wesleyan University. Worked for Illinois-Iowa Power Company.
Plan of Attack—Wants to be an instructor and get back to wife's cooking.

FENNEMORE, JOHN S.
Contact—23 years ago at Kanosh, Utah.
Report—Joined the Air Corps to repair planes.
Plan of Attack—Wants to give someone else a chance to repair them.

Mr. Thomas Wilson
Flight Commander

"D" Flight Instructors

Mr. Shields Craft
Assistant Flight Commander

CONGRATULATIONS 43-B

During your stay at Ryan Field, your instructors and supervisory personnel have endeavored to instill in you safe flying habits as well as impeccable flying technique. It is true that combat pilots are possessed of a seemingly courageous recklessness, however, this is based on good safe flying technique and is directed and calculated, and not the result of any irresponsible whim. In other words, you could not be expected to safely perform the feats of a combat pilot at this stage. It is only by building a solid foundation of safe habits, that you can hope to attain your goal. That of a military pilot.

In closing I wish to add that it has been a privilege and a pleasure to work with you and may your search for pylons be more amply rewarded in Basic.

T. F. Wilson
Flight Commander

"F" FLIGHT

LT. CROSSON, Wm. H., Jr.
2nd Lt. Field Artillery

Contact—De Pere, Wisconsin, Sept., 1917.

Report—"Army Brat." Entered West Point on an Army appointment in 1938. Graduated May, 1942.

Plan of Attack—Born in the Army and by the graces of God and good luck will stay there until retirement.

GARCIA, LORY

Contact—21 years ago at Van Nuys, Calif.

Report—Lived around Los Angeles. Interested in football, flying and a girl in L.A.

Plan of Attack—To pilot a bomber over Tokyo—on business.

HARRISON, PAUL L.

Contact—23 years ago at Olympia, Washington.

Report—Hometown is Salem, Oregon. Attended University of Oregon. He can always be found doing hanger flying.

Plan of Attack—To be a hot pilot.

HECKERMAN, ARTHUR O.

Contact—23 years ago at Syracuse, New York.

Report—Chief of 43-B at Ryan Field. Wires home for money at regular intervals.

Plan of Attack—To fly an A-20-A.

FORSYTH, NORMAN H.

Contact—27 years ago at Vivian, Louisiana.

Report—Calls Austin, Texas, home. Never enters the barracks without giving an order.

Plan of Attack—To be a Four-star general.

HARRISON, CHARLES F.
"Chuck"

Contact—22 years ago at Rock Island, Illinois.

Report—Attended Augustana College and became news editor on a radio station.

Plan of Attack—To get out of drill.

HARVEY, PAUL L.

Contact—21 years ago at Mitchell, Nebraska.

Report—Attended Scottsbluff Junior College and was quite a man in football and tennis. Always has the prettiest girl.

Plan of Attack—To get behind the controls of a B-17 or a B-24.

HENNIGAN, JAMES E.

Contact—26 years ago at Tucson, Ariz.

Report—Agriculture at University of Arizona and Colorado State. "Off again, on again, gone again, Hennigan." And married.

Plan of Attack—To get over "Checkitis" and over there.

HERMANSKI, LLOYD V.
Contact—21 years ago at Breckenridge, Oklahoma.
Report—Attended Northern Oklahoma Junior College and then worked for Cessna as a machinist.
Plan of Attack—To do an outside square loop in a P-38.

HUDGENS, HENRY R.
Contact—20 years ago at Anthony, Kan.
Report—Attended Kansas State College. Soon got the nickname of "Horrible Hank."
Plan of Attack—To manage a P-39 and a beautiful blonde.

JARAMILLO, RODOLFO S.
Contact—22 years ago at Fort Garland, Colorado.
Report—While attending Adams State Teachers College took CPT. Finally ended up in the Air Corps.
Plan of Attack—To pilot a P-47 at the "Rising Sun."

KELLEY, GEORGE R.
Contact—25 years ago at Sedalia, Mo.
Report—Was manager of a paint and wallpaper store in Bloomington, Ill.
Plan of Attack—To fly a B-17E on a regular schedule from Shangri-la to Tokyo.

LONG, M. W.
Contact—20 years ago at Belleview, Ill.
Report—Madrid High School. Hopes to become a pilot.
Plan of Attack—The Phillipines and then Tokyo.

McGRATH, FRANCIS J.
Contact—20 years ago at Pocatello, Idaho.
Report—Built B-17's, decided he would rather fly, than build them.
Plan of Attack—Tokyo via Seattle.

HINTZE, H. W. F.
Contact—Minneapolis, Minnesota, 21 years.
Report—Had two years of college at Peoria, Ill. While there had Primary and Secondary C.P.T. Joined the Air Corps Feb. 14, 1942.
Plan of Attack—To fly a B-26 anywhere just so it isn't anywhere near a desert.

HUDSON, WILLIAM F.
Contact—25 years ago at Casper, Wyo.
Report—Attended high school and college at Chadron, Nebraska. Became an authority on Ford Auto parts while a traveling salesman.
Plan of Attack—To bag a few Japs in a P-47.

JENSEN, NORMAN W.
Contact—20 years ago at Bend, Oregon.
Report—Home town is Milwaukee, Oregon. Attended the University of Idaho and was on the boxing team for two years.
Plan of Attack—To make one good landing.

LAMPE, RICHARD C.
Contact—22 years ago at El Paso, Tex.
Report—Mechanic and miner with brunette trouble.
Plan of Attack—To be a Jap cut-up.

MAEDKE, CLAUDE L.
Contact—22 years ago at Portland, Oregon.
Report—Attended University of Portland and then went into the Oregon Ship Building Corp.
Plan of Attack—To scare some Japs as much as he does his instructor.

MERRILL, WENDELL W., JR.

MILES, ORVAL C.
Contact—25 years ago at Oretown, Oregon.
Report—Spent most of his life at Cloverdale, Oregon, and ended up in Oregon State College. Likes to fish and hunt in Northwest Oregon.
Plan of Attack—Get behind the guns of a P-47.

MILLER, JACK R.
Contact—Springfield, Missouri, 21 years ago.
Report—Stayed in Springfield, and finally ended up as auditor personnel manager in a construction company.
Plan of Attack—Clear up this mess in a P-38 and get back into Civies.

MILLER, ROBERT W.
Contact—St. Louis, Mo., 24 years ago.
Report—Attended St. Louis University where he studied chemistry but ended up as a motion picture projectionist.
Plan of Attack—Get home and marry the girl he left behind.

MISHLER, DONALD W.
Contact—20 years ago at McPherson, Kansas.
Report—McPherson College man also a farm boy at heart.
Plan of Attack—Fly an A-20-A.

MOSS, CHARLES L.
Contact—Twenty years ago at Clovis, California.
Report—Attended Santa Barbara State College and then worked for Lockheed. Had a forced landing the day of his wedding.
Plan of Attack—Handle the home front after the second front.

MURPHY, ROBERT J.
Contact—21 years ago at Cheyenne, Wyoming.
Report—Attended Wyoming University four years. Pre-Law major.
Plan of Attack—To do his bit and hurry back to Wyoming.

MEYERS, JOHN E.
Contact—27 years ago at Snohomish, Washington.
Report—Deer hunter and Salmon fisher.
Plan of Attack—To make the Japs good truck gardeners.

NELSON, DELOS TAYLOR
Contact—22 years ago at Tampa, Florida.
Report—An Alpha Delta Phi from Western Reserve U. in Cleveland, Ohio. Enjoys writing, swimming and steak fries.
Plan of Attack—To win and return to what he left behind.

NELSON, WALDON L.
Contact—26 years ago at Chappell, Nebr.
Report—University of Nebraska student; oil man from Kansas.
Plan of Attack—Finish this war and return to the Mrs.

OLTMANNS, JOHN E.
Contact—20 years ago at Byron, Ill.
Report—Attended De Kalb State Teachers College.
Plan of Attack—Settle down with the little Mrs.

OREAN, CHAS. W.
Contact—23 years ago at Grand Rapids, Michigan.
Report—Sportsman deluxe. Likes swimming and golf best.
Plan of Attack—Bomb Japan (also).

Mr. Kenneth Dixon
Flight Commander

"G" Flight Instructors

Mr. Kneeland Stone
Assistant Flight Commander

IN MEMORY OF FLIGHT "G"

It is with a good deal of pride that I take this occasion to congratulate you of 43-B and in particular those cadets of Flight G.

You have been privileged to be the first class to complete the entire primary phase of training at our new base in Tucson.

Due to the new construction in progress it has been necessary to carry on operations under conditions which have not been conducive to high moral.

However, the personal effort and fine cooperation which each and every one of you has so willingly given your instructor has left us with a deep sense of gratitude in having had the pleasure to work with you.

It is with real pride in your accomplishments that the instructors of Flight G wish each and every one of you many happy landings in your next phase of training.

Kenneth R. Dixon
Flight Commander, Flight G

"G" FLIGHT

ORNDORFF, GEORGE A.
"Mr. Swift"

Contact—22 years ago at Rockford, Ill.

Report—Athlete, engineer, machinist, and traveling salesman.

Plan of Attack—Finish up the business at hand then get acquainted with the new Mrs.

PATTEN, RONALD O.
'Sailor"

Contact—26 years ago at Wayland, New York.

Report—Swabjockey for four years prior to Air Corps.

Plan of Attack—Make the world safe for something or other, but above all make it safe.

PAYNE, JAMES R.

Contack—22 years ago at Attamour, Kansas.

Report—Football at Kansas State Uni- of Agriculture.

Plan of Attack—Kick a P-38 around.

PERKINS, EARL E.

Contact—21 years ago at Belleville, Kan.

Report—Football at aKnsas State University. (Northwestern 62—Kansas State 3).

Plan of Attack—Fly P-39's for duration then go back to Jack Rabbits.

PETERSON, RAYMOND G.

Contact—21 years ago at Enterprise, Kansas.

Report—Kansas State College. Transferred from chemistry to flying.

Plan of Attack—Quite a few Jap planes.

OSTNES, LEIF R.

Contact—24 years ago at Iditrod, Alaska.

Report—Attended University of Washington after mining in the Klondike.

Plan of Attack—Fly a B-17F and get back to the Mrs.

PAUL, DONALD J.

Contact—24 years ago at Lima, Ohio.

Report—Graduate of Northwestern U. with letters in football, basketball, and baseball.

Plan of Attack—Censored.

PENNYWITT, GLEN E.

Contact—27 years ago at El Segundo, Calif.

Report—Joined Air Corps as a result of ringside seat at Pearl Harbor. Dec. 7, 1941.

Plan of Attack—Japan, at regular intervals, in a B-17F.

PETERSON, LEE L.

Contact—26 years ago at Central City, South Dakota.

Report—University of Minnesota, working for a degree in mining engineering.

Plan of Attack—Mop Hitler off the map.

PICKETT, NORMAN R.

Contact—22 years ago at LaFayette, Colorado.

Report—Graduated Longmont High in Colorado. Rifle collector.

Plan of Attack—Help settle this mess and return to cool Colorado.

PINAIRE, MARION B. (Bill)

Contact—22 years ago at Wichita, Kan.

Report—Salesman, oil equipment firm; graduated from Chanute Field. Technical School as aerial radio operator.

Plan of Attack—A Jap plane for every day of furlough missed.

PORTER, DALE E.

Contact—Twenty-two years ago at Roscoe, Illinois.

Report—Was in the rock crushing business with his brothers and father before he joined the Air Corps one jump ahead of the draft. Has a girl named Darline whom everyone has heard of but never seen.

Plan of Attack—To land a Ryan with full flaps without tearing up part of the runway.

RASMUSSEN, ALBERT M.

Contact—21 years ago at Solvang, Cal.

Report—Attended Santa Barbara State College. Helped build P-38's.

Plan of Attack—Give the Rising Sun a hot foot.

REINBOLD, THEO. R.

Contact—21 years ago at De Soto, Mo.

Report—Attended University of Montana. Public health servant prior to enlistment.

Plan of Attack—Acquire wings, bride, and furlough all in one day.

RICHARDSON, LEONARD G.

Contact—24 years ago at Hazenmore. Saskatchewan, Canada.

Report—Flying half of twins. Attending Whitworth College.

Plan of Attack—Elminate varmints and go back to "Evergreen State."

ROSE, HARRY R.

Contact—22 years ago at Nevada, Iowa.

Report—Received his schooling jumping from town to town.

Plan of Attack—Fly a B-17.

PITNEY, JACK C. "Red"

Contact—21 years ago at Neodasha, Kansas.

Report—Attended Kansas State College. Noted for his barking.

Plan of Attack—Get his quota of Japs and Germans.

PRENTICE, JOHN E.

Contact—21 years ago, Medford, Oregon.

Report—Linfield College 2 years, majoring in athletics and business. Skiing preferred.

Plan of Attack—To get symbol of silver and then "lay some eggs."

RASMUSSEN, HERBERT E.

Contact—22 years ago at Jetmore, Kan.

Report—Kansas State College. Life insurance by trade.

Plan of Attack—Get this mess over with.

REYNOLDS, JAMES W. "Wolfboy"

Contact—21 years ago at DeSoto, Mo.

Report—Jack-of-all-trades.

Plan of Attack—To put his silver wings on the girl-friend.

ROBERTS, BERLON A.

Contact—22 years ago at Greenfield, Indiana.

Report—Son of a Hoosier Farmer. Indiana University. Writes poetry as a hobby.

Plan of Attack—To be a cog in the fighting gear for democracy.

RUDOLPH, R. H.

Contact—21 years ago at St. Louis, Mo.

Report—Dissipated at Missouri University.

Plan of Attack—Attack the Japs and the Germans.

RUFF, BOONE NEAL

Contact—22 years ago at Joplin, Mo.

Report—University of Arkansas. Likes check rides.

Plan of Attack—To win the war so he can go home.

SAARI, OIVA F.

Contact—26 years ago at Negaunee, Michigan.

Report—Worked for Consolidated, and Boeing, now hopes to fly them.

Plan of Attack—Fly the ships he formerly built.

SANDERSON, DUNCAN M.

SCHNEIDER, ROBERT G.

Contact—22 years ago at Portland, Ore.

Report—Formerly worked as gravel scratcher, thought the Air Corps would be easier.

Plan of Attack—Fly the big ones.

SHAUNTY, COLEMAN L.

Contact—25 years ago at Eufola, Okla.

Report—No particular hobbies.

Plan of Attack—To fly something with *P* in front of the numeral and give 'em hell.

RUSSEL, LEONARD W.

Contact—19 years ago at Bentonville, Arkansas.

Report—Trombone player at the University of Arkansas.

Plan of Attack—To live to a ripe old age.

SANDBERG, ROBERT D.

Contact—23 years ago at Aitkin, Minn.

Report—Worked on power line. Enjoys Minnesota sports very much.

Plan of Attack—Australia in an Aircobra.

SCHAEFERS, JOHN H.

Contact—22 years ago at Tarentum, Pa.

Report—Art institute at Pittsburgh worked on newspaper for a time.

Plan of Attack—Wings, furlough, B-17.

SCOTT LLOYD R. (Scotty)

Contact—21 years ago at Washington, Iowa.

Report—Thinks Iowa is God's country. Hopes to return soon.

Plan of Attack—Win the war in a P-38.

SMITH, BRUCE D.

Contact—23 years ago at Lansing, Mich.

Report—Aircraft mechanic in regular army prior to Ryan.

Plan of Attack—Will settle for a B-26.

MR. DONALD LINK
Flight Commander

"H" Flight Instructors

MR. CHARLES TAFT
Assistant Flight Commander

TO THE CLASS OF 43-B

We express our appreciation for the interest, aggressiveness and attitude shown during your past eight weeks of Primary flight training at our new detachment. We also hope, that upon your advancement to Basic, you maintain, without exception, all you have been taught both theoretically and practically. Never let it be said that your Primary training received at the Ryan School of Aeronautics of Arizona was anything but the best. The fundamentals, sound advice and training are the most important phase of your career. "Without a sound, sturdy foundation, you are helpless."

Your instructors have given their utmost attention and imparted their valuable knowledge to make you the best: The Pilots of the United States Army Air Force.

Chins up and happy landings to 43-B.

DONALD C. LINK
Flight Commander

"H" FLIGHT

LT. CREAMER
1st Lt. Engineers

Contact—24 years ago at Tulsa, Okla.

Report—Southerner. Came to the Air Corps from Tank Destroyers.

Plan of Attack—To help lick the Axis.

LT. ROSENBLUM, VICTOR
2nd Lt. AC

Contact—20 years ago at New York, New York.

Report—Commissioned Air Corps, Reserve. Radio ham W2MPB.

Plan of Attack—A-20-B over Tokyo.

SMITH, RAYMOND

Contact—21 years ago at Waterloo, Iowa.

Report—Carleton College; also likes music.

Plan of Attack—Slap a Jap, regardless of size.

STEINMAN, JOHN W.

Contact—21 years ago at Alliance, Neb.

Report—Likes his tennis and aviation. Joined up after December 7.

Plan of Attack—To hedehop in a P-38 with buddies Williams and Murphy.

LT. OCCHIPINTI, FRANK J.
1st. Lt. Cav.

Contact—24 years ago at Cheyenne, Wyoming.

Report—Comissioned in cavalry, transferred to ordance. Beautiful daughter of three.

Plan of Attack—Fly an A-20-A.

CUNNINGHAM, JACK A.

Contact—21 years ago at Oak Park, Ill.

Report—Traveling salesman with "music."

Plan of Attack—To put the Japs through the "hoop."

SPAYDE, JOSEPH E.

Contact—22 years ago at Ashland, Ore.

Report—"Psych" major from Southern Oregon College. Married but it doesn't slow him down. Wants to teach whenthis deal is over.

Plan of Attack—"Slap a Jap" from a medium bomber.

STODDARD, HOWARD W.

STOMP, ROBERT "Bob"

Contact—22 years ago in Oklahoma.

Report—Architectural engineer for Kansas State College.

Plan of Attack—To get a few Japs and then the college degree.

STRAUB, DAVID

Contact—23 years ago at St. Maries, Idaho.

Report—Swimming and chemical engineering at U. of Washington. Employed by Boeing until the "urge" got him.

Plan of Attack—To get a crack at a lot of Japs.

STINE, ROBERT M.

Contact—21 years ago at Omaha, Nebr.

Report—Letterman in football at U. of Calif. and San Francisco State.

Plan of Attack—To end the war and return to football coaching.

TODD, REX F.

Contact—25 years ago at Visalia. Calif.

Report—Pre-engineer from Long Beach Junior College and Fresno State College. A tennis and golf player.

Plan of Attack—Learn to fly.

VAN WANZEELE, ALBERT L.

Contact—25 years ago at Walkerton, In.

Report—Formerly employed in U.S. Army postal service.

Plan of Attack—To drop a few eggs on Hitler's noodle.

WADLEY, ARIEL W. "Bill"

Contact—22 years ago at Theyer, Mo.

Report—Southwest Missouri State Teachers College. Hopes to return to home town soon.

Plan of Attack—Get those silver wings.

STORMS, DALE E.

Contact—24 years ago at Kokomo, In.

Report—Accountant by trade. Likes golf and fishing.

Plan of Attack—Earn a pair of silver wings.

STRADLEY, MARVIN W.

Contact—25 years ago in Shannon City, Iowa.

Report—Prefers flying to ammunitions work. Its safer. Enjoys a dance, a good book or a long trip. Got a B.S. degree in commerce at the U. of Iowa.

Plan of Attack—Fly a medium bomber against the Japs.

THOMAS, WILLIAM E.

Contact—21 years ago at Phoenix, Ariz.

Report—Enjoys music, photography, and "the dance."

Plan of Attack—To get this deal over and get back to Phoenix for the usual "blonde" reason.

TOWNSEND, LOREN E.

Contact—Twenty-two years ago at Smith Center, Kansas..

Report—Finished civilian with three and a half years at Kansas Wesleyan University. Quite a sports enthusiast.

Plan of Attack—Have a P-40 for a pet.

VICTOR, CHARLES J.

Contact—26 years ago at Buffalo, New York.

Report—Attended Pennsylvania University.

Plan of Attack—Fly an A-20 and become a civilian again.

WALKER, ROY H.

Contact—20 years ago at Manhattan, Kansas.

Report—Mechanical engineering at Kansas State College. Hopes to finish some day.

Plan of Attack—Fly a P-47.

WALLACE, JACK W.

Contact—22 years ago at Des Moines, Iowa.

Report—Two years at Iowa State. Quite an athlete.

Plan of Attack—Threefold: finish the war, education, and get married.

WATSON, L. B.

Contact—Twenty-one years ago at Iola, Kansas.

Report—Was a civil service engineer after college at Maryville, Missouri, which he calls home.

Plan of Attack—Go back home and marry the girl and settle down on the farm.

WATSON, THOMAS A.

Contact—23 years ago at Thayer, Ill.

Report—Came to Army from the U.S. Navy Air Corps.

Plan of Attack—To have a date with a "Slant-eye" in a "Zero."

WEBER, ROBERT G.

Contact—22 years ago at Seattle, Washington.

Report—Former locomotive fireman.

Plan of Attack—To buzz Berlin.

WECKL, GERHARD C.

WEEKS, HARRY M.

Contact—22 years ago at Yuma, Ariz.

Report—Attended Yuma high school. Hobby is photography.

Plan of Attack—To go somewhere out of Arizona for basic, and fly a P-40 in Libya.

WELSH, THOMAS G.

Contact—27 years ago at Arlington, So. Dakota.

Report—Tiller of the soil until he joined Boeing Aircraft factory. Hunts and bowls in his leisure time.

Plan of Attack—To fly the biggest Bomber over Tokyo.

WHEELER, ROBT. J.

WILLIAMS, DAVID "Willie"

Contact—22 years ago, Brady, Mont.

Report—Attended Spokane Jr. College. Air Corps mechanic and radio operator. Grad. ACTS Scott Field. Home Spokane.

Plan of Attack—Hedge hop as he pleases.

WYGAL, LAWRENCE J.

Contact—21 years ago at Highland Park, Illinois.

Report—University of Iowa; radio announcer, and director at college.

Plan of Attack—Marriage and a niche in radio at war's termination.

CENSORED
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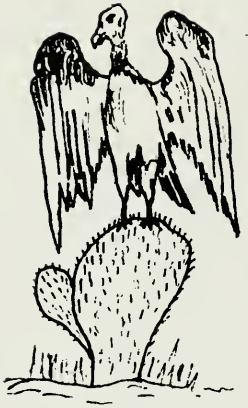
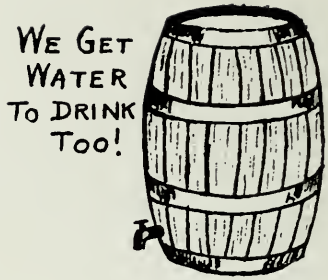


RYAN FIELD CHICKEN



COCKPIT VIEW OF PHILLIPS FIELD

"MEN OF 43-B"

On the twenty-seventh of last July,
There came to Tucson men who fly.
Men whose main ambition lies,
To tread the highways of the skies.

One hundred twenty they numbered strong,
Men of brains and men of brawn.
Men of skill as one can see,
Men of the Class of 43-B.

All with one desire so strong,
To end this war; stomp out the wrong.
In their eyes a burning light,
And in their hearts the will to fight.

For weeks they worked and struggled through,
Engines, Flight Theory, Navigation too.
Through heat and wind and dust galore,
These men have put their wings to soar.

Of accidents they've had their share.
Of thrills and spills by those who dare,
To break the rules which govern the sky,
That break the bones of those who fly.

At last their stay out here is done,
They've had their laughs, they've had their fun.
Of higher training they'll now partake,
Playing for an ever increasing stake.

And while they sail throughout the blue,
This message they will leave with you.
"That our work will ne'er be done,
Until we meet 'The Rising Sun.'"

A/C DELOS T. NELSON
"Class of 43-B"

CENSORED
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MY MATE AND I

This is my romance,
The greatest love of them all.
Each day, we have a date with space,
And thermals to which we yield.
We live from take-off to landing,
And you know my command.
Heavily you breathe,
Rising from the green and gray below,
To the sunlit sky above.
We pass through,
Earth warmed air,
To a cooler atmosphere.
This is our rendezvous,
A place remore from society,
Where I am master,
And you are slave.

——Climbing,

Stalling, spinning;
You answer to my will,

——Diving,

Turning, gliding;
We know no greater thrill.

——Fighting,

Hoping, praying;
We'll see this cruel war's end.

——Rejoicing ,

Laughing, singing;
We'll do—for we're sure we're going to win.

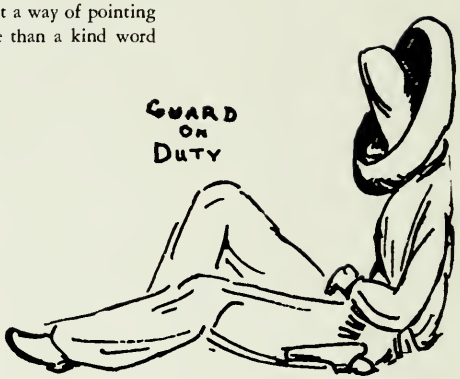
So come my mate,
Of fabric and metal,
Let's live the way of the sky.
'Til the day,
You return to your elements,
And I return to mine.

A/C Berlon A. Roberts
"Class of 43-B"

Thank You . . .

Probably no one ever reads the words of appreciation written by the Editor. It is just as true that every Editor means what he says in this small space. Every staff has the same task, but few enjoy the cooperation that we have had from every contributor to this edition of the Windsock.

Time was of the essence; opportunities and equipment with which to work were lacking. No apology intended, understand. Just a way of pointing out that Ryan personnel and staff members deserve more than a kind word for this representative effort of Class 43-B.



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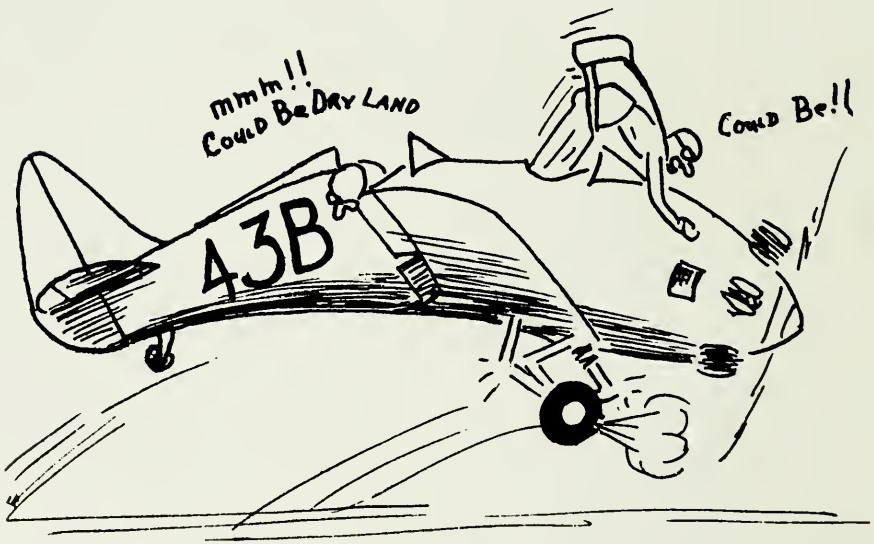

39 QUALIFICATIONS OF AN OFFICER

The following requisites of an officer have been quoted many times but it is my hope that by repeating these in your class book they will urge you on to remember and take on the responsibilities which are so sorely needed by those in command of our armies today.

1. He possess the requisite dignity of bearing.
2. He accepts good suggestions from others.
3. His physical endurance is excellent.
4. He maintains superior self-command under stress.
5. When conditions warrant he seeks competent advice.
6. He speaks and acts with assurance.
7. He accepts full responsibility for his own work.
8. He can plan and execute valuable work on his own initiative.
9. He adapts himself easily to changes in the conditions of his work.
10. He uses calm judgement in the performance of his work.
11. He has the confidence and respect of his associates.
12. He has a sense of humor.
13. He gives clear and concise instructions verbally.
14. His appearance creates a distinctly favorable impression.
15. His inspires and maintains a high degree of morale under trying conditions.
16. He exhibits a high sense of loyalty to superiors and subordinates.
17. He is alive to the value of making concessions under appropriate conditions.
18. He grasps the essentials of a situation quickly.
19. His opinions are logical and well considered.
20. He subordinates personal interests to demands of his assignments.
21. He can always be counted on to give his full support regardless of his personal views.
22. He remains level headed when pressure exists.
23. He is accurate in reporting the facts of a situation.
24. He can make a quick and valuable decision when necessary.
25. He anticipates problems that are his responsibility.
26. He is logical in presenting his ideas.
27. He takes denials of his requests in good grace.
28. He is aware of the limits of his authority.
29. He inspires unusual confidence in the soundness of his judgment.
30. He gives a situation sufficient consideration before acting.
31. He accepts orders without quibbling.
32. He shows persistent energy on the job.
33. He finishes the work he begins.
34. He has the ability to translate knowledge into actual execution.
35. He carries a hard job through in spite of changes in plans.
36. He exhibits exceptional ability to direct others.
37. He maintains good discipline among men he leads.
38. He gets people to cooperate with him and with each other.
39. His personal habits are above reproach.

From New York Times Magazine, December 7, 1941

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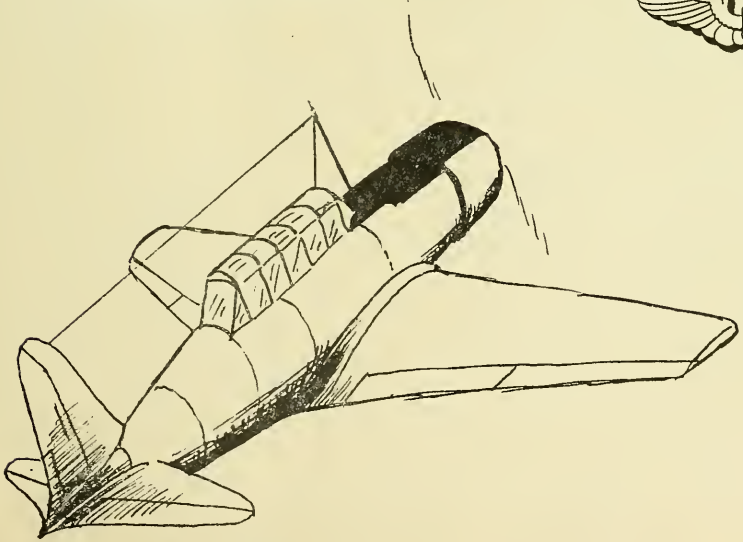
JOHN F. WEAR
1st Lieut., Air Corps
Commandant of Cadets



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THE WINDSOCK

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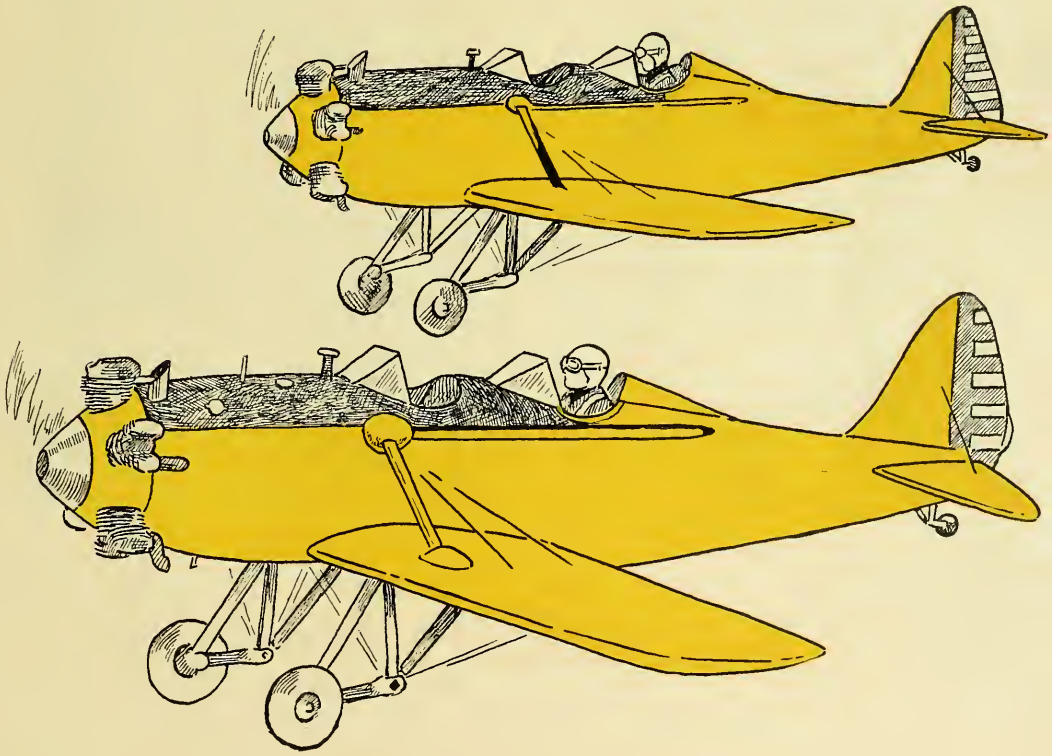


The Windsock

Published by the Aviation Cadets of Class 43-C at Ryan School of Aeronautics of Arizona, Tucson, October, 1942.

Supervisor
S/Sgt. W. G. Howsmon

Editor
A/C L. E. Walker

Photographer
A/C J. Kyle

Cartoonist
A/C D. A. Lincoln

Assistants
A/C D. G. Overose
A/C R. E. Lawrance
A/C E. Gull

DEDICATION

To the achievement of success—regardless of cost or duration — in the combat to preserve the ideals of a free people, the Class of 43-C dedicates itself.

D. W. HAARMAN, MAJOR, A.C.
Commanding Officer

GENTLEMEN OF CLASS 43-C

Gentlemen, I am as proud of you as you are of yourselves in the successful completion of this first stage of your pilot training. You are the largest class to be graduated in the history of this school. By your very size you have established a precedent—a new tradition of "growth"—that in the near future will make this Tucson school not only one of the best but the largest schools in the Training Center.

You've set an enviable record here—flying and living under tough conditions. Our flying field has been full of obstructions, and the buildings in which you have lived have been pretty rough. You have fallen in line with another of our traditions—"We've got rough going, but we get the results." The high morale you have maintained through the rough going here is what it takes to make the tough fighting pilots our Air Force needs.

There is one tradition of this school that we want you to take along—"Keep your flying safe!" We have watched your progress carefully and have mothered you along through this phase of your training trying to develop in you safe habits of flying technique. As far as we are concerned, you are on your own now to prove that you have the judgment, ability, and self-control so necessary for the making of good fighting pilots.

Good luck to you in the Basic and Advanced stages of your training. You'll be proud to wear the wings of the finest Air Force in the world, and you're going to have to fight to win those wings and keep on fighting to hold them.

Finally, again, good luck!

DONALD W. HAARMAN.
Major, Air Corps, Commanding.

OFFICERS

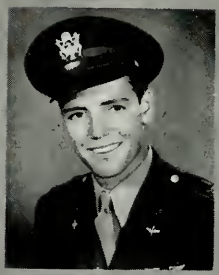
ROSS, A.G. – CAPT. A.C.
ADJUTANT

BANE, E.R. – 1st Lt. A.C.
EXECUTIVE OFFICER

TATUM, R.P. – CAPT. A.C.
PERSONNEL OFFICER

WHITE, L.E. – 1st Lt. A.C.
DIR. OF FLYING SAFETY

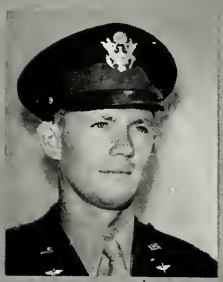
GARNER, L.A. – 1st Lt. A.C.
DIR. OF FLYING TRAINING



FRISBIE, E.R. – 1st. Lt. A.C.
ASS'T DIR. OF FLYING TRAINING

ANDERSON, J.D. – 1st. Lt. A.C.
SUPPLY CONSULTANT

RAMSAY, M.B. – 1st Lt. A.C.
DEPOT COMMANDER



HOLMAN, A.R. – 2ND. Lt. A.C.
ASS'T DIR. OF FLYING TRAINING

KELLER, J.D. – 2ND. Lt. A.C.
ASS'T ADJUTANT

SCARBERRY, E.F. – 2ND Lt. A.C.
ASS'T DEPOT COMMANDER

CONGRATULATIONS

To the Class 43-C go my heartiest congratulations.

Modern military flying—high speed, high altitude, coordinated flying—demands initiative and fortitude of the individual which will test each one of you to the utmost. Your work in the primary stage has indicated that you are rapidly becoming indoctrinated with those customs and traditions of the Army Air Forces which will make you officers and pilots, capable of meeting these demands.

Continue this good work at your succeeding stages of training and in subsequent assignments, and I am confident that each of you will be going his best to bring closer the day of inevitable triumph.

CHESTER A. FITZGERALD,
Captain, Air Corps.
Commandant of Cadets.

ROBERT J. KEERLINGER

DIRECTORS OF FLYING

TIME IS VALUABLE

Under present conditions, TIME is more valuable than ever before, and to derive full value of TIME is a war-time necessity. You of Class 43-C now completing your Primary phase of flight training, no doubt realize that fact because of the effort it was necessary for you to expend in order to accomplish successful completion in the time allotted.

You willingly and gladly expended that effort, and through such spirit all along the line, it is possible to accomplish and fulfill the objective of the Army Air Forces of the United States.

We've all got a job to do. OURS, to take raw material and mould such material into pilots upon which additional training will bring about increased ability and efficiency followed by specialized assignments. YOURS, to absorb and respond, through desire and self-effort, the aforementioned training, in order that you can most capably execute the duties and assignments which will later be entrusted to you.

We, the Flight Staff, take pride in each of you, 43-C, and take this opportunity to express our collective wishes for your continued success.

R. J. KERLINGER,
Director of Flying.

TOP: WILLIAM HOWE
BOTTOM: PETE LARSON

GROUND SCHOOL INSTRUCTORS

DIRECTOR

MR. MATSON

AIRPLANES
WEATHER

MR. HORTON

NAVIGATION
IDENTIFICATION

MR. DACH

MR. THERRIEN

MR. CONWAY

MR. WILLETT

ENGINES

MR. ULM

CLERK

MR. PYE

ENGINES

Capt. M. R. Wilucki

Lt. M. B. Flanigan

YOUR HEALTH AND YOU

You have come a long way together, your health and you. It has enabled you to survive the battery of physical and mental examinations that have literally been designed to see "what makes you tick." More important it has enabled you to become Aviation Cadets, the chosen profession of a chosen few and later, will enable you to best your adversary of the skies and take your place among those chosen to defend your country along the many sky trails of the world.

Your health cannot be dismissed by you as merely a problem of your Medical Officer because it is *your* problem as well as his. It is you primarily who must consult him when disease conditions are in their infancy and not grossly recognizable. It is your problem to follow his directions and rules resulting from this consultation; willingly and in the proper spirit, no matter what inconveniences it may bring to you. Moreover it is your problem and right to consult with him on matters that would improve morale and benefit the entire command. This is necessary because good health cannot be achieved with a worried individual, whether it is a Cadet, Flying Officer or combat Officer.

These rules were not made just to pin on walls or project on screens, nor were they made to make life difficult for you. They are to instruct you in the fundamentals of the preservation of your health. But remember, all instructions pertaining to health must be followed at *all times* and not just when it is convenient.

Melvin R. Wilucki.
Captain, Medical Corps, Surgeon.

ATHLETICS

M/Sgt. J. L. Hobson

DIRECTORS of PHYSICAL TRAINING

S/Sgt. W. C. Howsmon

OUR CONTRIBUTION

Physical fitness cannot be achieved over night. Especially apropos is the premise in regard to the Aviation Cadet. Cadets come from all walks of life. A majority of them have led a comparatively sedentary life during their immediate past and, consequently, are not in possession of adequate stamina to meet the physical standards of combat flying. The rapidity with which one progresses toward physical fitness depends largely upon his background as a civilian. The physical training program must, therefore, bridge the gap between peace-time sedentariness and war-time fitness.

To bridge this gap, the physical training program should be administered in an objective manner and results should be measured. This necessitates a valid and reliable testing program which makes it possible to diagnose weaknesses and prescribe activities to meet the needs. The outstanding weakness revealed in recent testing programs is lack of strength in the arms and shoulder girdle. Thus, more emphasis has been placed upon this particular phase of physical development.

Trained personnel has been selected to affect an integrated program of physical training in the flying training program. There is a definite contribution to make and, with the cooperation of the Cadets as they progress toward those wings, this contribution can be realized.

M/Sgt. John L. Hobson,
Physical Training Director.

MESS HALL STAFF

★ ★ ★

This isue of the Windsock has been prepared with the intention of giving Class 43-C the best book possible. With that view in mind, we have made personal articles amusing whenever possible; we hope no one will feel offended because all is in fun. We have also tried to show no partiality among men.

It has been fun preparing and editing the book; if you like it we will feel amply rewarded.

L. Earl Walker,
Editor.

★ ★ ★

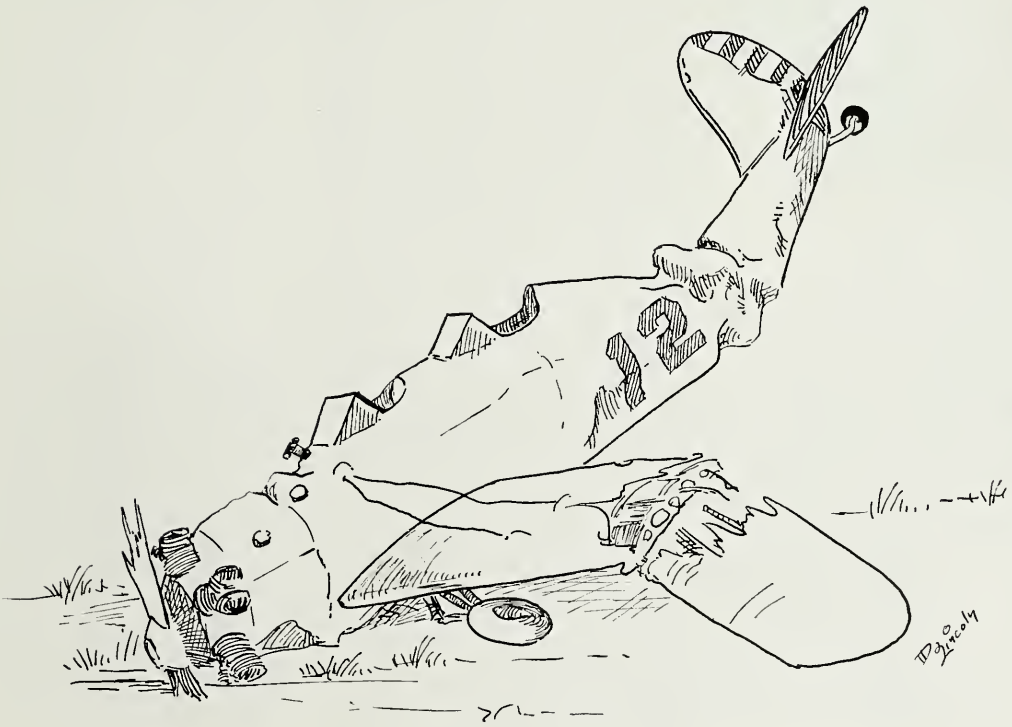
DISPATCHERS

Guy Currier | Bob Montague | Arden Robertson | R. James Hall

MAINTENANCE *and* REPAIR

•Effects of the war can be seen everywhere. Just a few months ago it would have sounded ridiculous to say that women mechanics would be employed throughout the nation. But it has happened; and Ryan has its share.

•Much credit is due the mechanics, both men and women, who keep the ships in condition so that Cadets can continue to fly safely.



J. Tate, *Flight Commander*

G. F. DeMartini, *Assistant Flight Commander*

"A"

FLIGHT INSTRUCTORS

Many of you will remember primary as the time and place where you first soloed, first sprouted your wings; others where flying first acquired that tint of a serious business. However, to you one and all remember this has been only the first step, your wings must yet be feathered. Over-confidence, or carelessness is a certain road to a short flying career. Your instructors have spent many hours in an effort to capture some thought, some different method of presentation that would help you over the hump. Your future instructors will do the same but their combined efforts are wasted unless you use your own initiative, and are continually alert exerting a concentrated effort to analize and think a problem through to its ultimate conclusion.

Your progression to Basic is a certificate of accomplishment, cherish it and exert your utmost so that in the very near future you will wear your silver wings and join the host that have preceded you in that task of insuring the freedom and security of that which is so near and dear to us all.

James Tate.
Flight Commander.
"A" Flight.

Flight Instructors: H. S. White, W. G. Hutson, Jr., F. H. Rogers, R. R. Cummings, and G. H. Houdek

"A" Flight

ADAMS, FLETCHER E.

Down in the swamp lands of Louisiana "Yankee" made his first appearance on August 2, 1921. His home town is Rodessa. Served in Infantry from December, 1940. Ambition is to return to the swamps on a lifelong furlough.

BLACKBURN, DENNY R.

March 18, 1921 marks the day when Denny appeared in Cherokee, Kansas. He graduated (somehow) from high school in Norborne, Missouri. Entered the service in 1940 and became official photographer for Mather Field. Refuses to divulge nickname but the initials are H.P. (Not Hot Pilot). Has an appointment with the heartbeat at the end of the war.

ALDRICH, RALPH E.

Before becoming a potential pilot, he was a bombardier for a year. Born in Providence, Rhode Island on January 7, 1918. Attended Rhode Island State College. Strangely enough, he's called "Henry." He'll be remembered as Cadet Group Commander at Ryan. Wants to tow Glider Pilots.

BOBO, LACY H.

"Bo" is a 24 year old lad from Senatobia, Mississippi. While there he had two years of college before joining the Air Corps. He transferred to the Cadets and would very much like to groundloop a B-19.

ASHWORTH, WAYNE A.

Because the stork didn't know better, Wayne was dropped in Beaver, Utah on December 8, 1918. He's not bright so he still calls it home. Wasted time at Utah State Agricultural College. Worked as a brakeman for Rio Grande Railroad. Ambition is to make some little girl happy after the war.

BOYCE, ERNEST M.

History was made in Middletown, New York on September 6, 1918. This fellow got wise, however, and moved to Madison, Wisconsin a few years later. Attended Oberlin College and the University of Wisconsin. Ambition is to win the war and the little woman.

BENNETT, EDDIE L.

Born just a "stones throw" from Ryan at Higley, Arizona about 20 years ago. Packed his suitcase and moved a few miles to Superior; still loyal to the sunshine state. Was a butcher by occupation but preferred to fly. Wants to go into Real Estate business after the war.

BROWN, HERBERT E.

The Stork was busy elsewhere so they brought "Herb" in by Pony-Express to Ogden, Utah on May 22, 1922. He struggled through Weber College and took a job as aircraft sheet metal mechanic. Wants to fly but is more interested in the girl back home.

BYRNE, OSWALD A.
"Oz" calls Ogden, Utah his home. Went to Weber College there. He's a Jack-of-many-trades but hopes to be a master of flying. Ambition is tied very closely to the girl back home.

COCKREHAM, ROBERT H.
The outside world didn't know for years that "Cocky" had been born on June 4, 1922 in Fort Smith, Arkansas. He went to school at Fort Smith Junior College where he got a degree as "Moonshiner first-class." Joined the Army to get a pair of shoes. Wants to fly an A-20-B.

CARTER, HAROLD D.
Interest in flying dates from birth on June 29, 1921 with "Hal," so he boasts. He attended Bakersfield Junior College before joining Air Corps. Signed payroll regularly in civilian life; has signed it very irregularly since. Ambition is to apply for and receive the longest furlough on record.

COLLARD, CLAREN R.
"Blondie" was driven in with a herd of sheep on March 14, 1920 at Fountain Green, Utah but soon strayed to Salt Lake City. Slept in the corridors of the University of Utah. Was wool-grower. Ambition is to go baa-ck to the little woman and settle down.

CHALK, ARTHUR G.
"Chalky" attented Kansas State College and hails from Wakeeney, Kansas. Has worked in department stores for three years. Would like to earn his wings and go home to the little woman with the largest number of Jap planes to his credit.

CONRAD, ROBERT J.
Bob came into the world on August 5, 1916 at the desert oasis of McGill, Nevada. He's interested very much in flying and in pharmacy. Didn't go to college but intends to when the war is over.

CHISOLM, WILLIAM C.
Any place with a bed is home to him now but on October 19, 1918 his new home was Ogden, Utah. Worked for Mack International Motor Truck Corporation for six years. First man in 43-C to solo. Her name is Mary. Wants to see Rome, Berlin, and Tokyo.

CRISWELL, EDWARD L.
Storks were on strike then so a nightingale dropped "Lee" at Portales, New Mexico 21 years ago. He went to school at Whittier College, Whittier, California and then sang professionally for two and a half years. Figure this one out—after the war he wants to help "Sam" in his search for "Hilda."

CHRISTENSEN, HORACE H.
His service record shows he was born July 31, 1923 in Richfield, Utah and still lives there. He was an aircraft instrument mechanic. Wants to get those silver wings and a couple of Japs, and then settle down to flying transports.

DAVIES, ROBERT R.
"Anybody got any talent " Born at Grand Forks, North Dakota way back in 1920 A.D. Learned very little at the University of North Dakota. Worked for Boeing Aircraft in Seattle. Ambition is to fly a B-24 or B-17.

CHRISTOPHERSON, GARTH A.
Come off the assembly line in Detroit on May 1, 1917. Transferred home loyalty to Minneapolis, Minnesota. Sought passing grades for two years at University of Minnesota. Occupation—mortician. Four months in Medical Corps. Ambition is to walk away from every landing.

DAVIS, WALLACE N.
Nicknamed "Wally," this Provo, Utah boy would like to pilot a B-17. He has attended Brigham Young University and Utah State Agricultural College. He worked as an aircraft instrument mechanic for the Air Force before becoming a Cadet.

DAWSON, HOWARD Q.

Born in America's Vacation Land at Vona, Colorado on July 19, 1917. Attended Ventura Junior College three semesters and learned enough to enlist in the Coast Guard. Was last employed by Southern California Edison Company. Ambition is to get a crack at the Japs.

FULLMER, FERRIS E.

Comes from Santaquin, Utah since December 28, 1920. Graduated from Bingham High School and went right to work for a mining company. Had C.P.T. and got license in January, 1942. Ambition is to exterminate Japs with a P-39 and then return home to the wife.

DODGE, DAVID H.

Dropped in with full flaps twenty-three years ago at Santa Rosa, California. Likes to hunt and fish. Claims to be an expert at groundlooping. Ambition is to learn to fly; they say he does fly on Saturday nights.

GARNER, DONALD E.

Although some skeptics insist his mother must have knitted him, he has documentary proof that he was born. The certificate states he was born in Ogden, Utah, on November 25, 1920. He matriculated at Weber Junior College and later worked in the Post Office department. Likes flying; ambition is to pilot anything larger than a PT-22.

DOHERTY, JAMES R.

Born August 1, 1921 in Jackson, Missouri and still calls it home. He was a locomotive fireman before he started seeking those Silver Wings. After the war he wants to marry that "St. Louis Woman."

JOHNSON, FARNKLIN B.

His home town is Provo, Utah where he has lived since March 31, 1921. Went to Brigham Young University. Wants a quick return to civilian and married life. Wants to live leisurely and retire young.

DOWDEN, ROBERT E.

KING, ARTHUR W., JR.

Five days too late for Christmas, young "Walt" arrived in California in 1917. He attended the Pacific Military Academy, Culver City. Was assistant sales coordinator for Pacific Airmotive Corporation of Burbank before coming into the Air Force. His ambition is to help open a second front in a P-47.

DULAS, CONSTANTINE B.

Made the first jump with a three cornered parachute at Wichita, Kansas on December 18, 1920. Didn't like it there and he's been traveling ever since. Served two years in Field Artillery. Couldn't quite make it as a pilot but Berlin and Tokyo will hear from him anyway.

KOCH, RICHARD E.

Born one cold, frosty morning in Cleveland, Ohio. He's been called everything, "sez he." Kept customers and babies contented as a retail milk salesman. Enlisted in the cavalry but regretted it and transferred to the Air Corps. Wants to get the war over and go back to "Home Sweet Home."

ELLSWORTH, REID F.

Drew his first breath on November 13, 1915 in Rexburg, Idaho. Migrated to Pocatello and attended University of Idaho, Southern Branch. Helped Kraft process fine cheeses. Would like to get commission and then do liason work. Claims he wants to settle down with someone after the war.

MARTIN, DERALD E.

It took a long time but his parents finally saved enough coupons to get him at cut-rate on April 21, 1921 in Sioux Rapids, Iowa. Later they moved to Twenty-nine Palms, California and took him along. He was student photographer before he got the ambition to fly a B-17.

1 "Measles." 2 Girl in the Tower. 3 Henry "Hightowers." 4 Base Leg. 5 Down Wind Leg. 6 Ryan Plunge. 7 Quail Season. 8 Maytag 109's. 9 Wanna' Dog Fight. 10 Snake for Dinner. 11 Dream Boat. 12 Face on the Bar-Room Floor. 13 Tucson Trolley. 14 Step Up, Mike. 15 Sign Here. 16 Look'it 'Em Go! 17 Comin' Home. 18 3 Stooges. 19 Undecided. 20 Laundry Overdue.

1 Our Hero. 2 Returning the Colors. 3 BT's. 4 Now Look Here—. 5 Well, I'll Be! 6 Army Rides. 7 Rogue's Gallery. 8 Pepsodent Kid. 9 Waiting. 10 Stopover. 11 Can I Eat It? 12 Overgrown PT. 13 Handy Man. 14 G Men. 15 They Satisfy. 16 BB Gun Parade. 17 Green Landscape. 18 Old Glory.

M. L. Langaurchen, *Flight Commander*

F. J. Ritter, *Assistant Flight Commander*

"B"

FLIGHT INSTRUCTORS

It is with sincere pride that I look back on the few short weeks that you have been at Ryan and see the results of your efforts.

You came here an eager group of fellows ready to attempt to grow wings. Your instructors, Mr. Ritter, and I, have given you our best and with your eagerness and determination, I say, "A job well done."

You can rest assured that no matter what your country calls on you to do, no matter how hard the assignment and no matter where, we will find you men there doing the job in a very satisfying manner.

Our interest in you does not stop here. We will be watching you as you continue on the Air Forces in the true spirit of those students who have gone on to the battle fronts before you and are so capably doing their part.

M. L. Longanecher,
Flight Commander,
"B" Flight.

Flight Instructors: Dr. Brown, G. W. Russell, H. W. La-May, C. H. Howey, L. S. Coleman, and L. I. Broudhead

"B" Flight

CARTER, FRED H.
Born (undoubtedly) in Colfax, Washington on October 3, 1921; raised in California. Worked for Southern Pacific Railroad Co. Wants to be remembered as an "Eager Beaver" at Ryan. Ambition is to be issued a P-38.

GILLEN, ELMO S.
Fishtailed in at Oasis, Utah on December 10, 1918. Went to school at Ventura Junior College and Branch Agricultural College. His ambition is to own an amphibian and a home in an area where hunting and fishing is good.

DAVIES, ROBERT G.
Began making eyes at nurses at birth in Milwaukee, Wisconsin, February 12, 1919. Attended University of Wisconsin two years; got his CPT there even though he didn't learn anything. Wants to continue flying after the war. He's called "Bob."

GOODMAN, ORVILLE E.
Claims to have been born in Williston, North Dakota in 1917. Spent "two years and too much money" at Washington State College. Worked in aircraft plant; constant contact with planes gave him hankering to fly. Ambition—to visit Tokyo in a B-25.

GEE, ROBERT F.
Disturbed the epace and quiet of Winifred, Montana on January 13, 1919. Attended the University of Minnesota and graduated in 1940 but didn't play football. Spent six months resting before becoming a Cadet. Ambition is to get married.

GREMLI, VICTOR C.
Known as "Vic" here and in Islip, New York where he was born July 7, 1917. Worked for Terry Motors as mechanic. Was inducted into 71st Infantry in November, 1940. Ambition after war is to be alive, flying, and foreman for Terry Motors.

GERAGHTY, GLEN T.
Born in Ely, Nevada in February, 1919. Worked in copper mines and in machine shops before attending University of Nevada. Completed two courses in Civilian Pilot Training. Ambition now and after war is to fly a "big one"—but first "I wanna lay lots of eggs on the little yellow so and so's." Called "Swede."

GULL, ELVIN
It's the old story about the traveling salesman—that's what he was before joining the Air Corps. His forced landing occurred May 16, 1915 in Salt Lake City. His ambition is to get those wings—legally.

GUNDERSON, BOYD C.

His home and place of birth is Mt. Pleasant, Utah. He was born February 5, 1916. Attended Henager Business College of Salt Lake City and later became accountant. Wants to avenge the death of a friend at Pearl Harbor and then return home to the Mrs.

HENNO, JOHN D.

Glided into Los Angeles on September 4, 1921. Was aircraft rigger in civilian life; knows the value of correct rigging. Plans to remain in army after war.

GUNNARSON, KENNETH I.

Ask him before jumping into matrimony—he took the step while at Ryan; sems to like it. He was born October 8, 1923 in Ogden, Utah. Known as "Kennie" and as "Gunnar." Attended Weber College. Ambition is to stay in Air Corps after war.

HEREFORD, GERALD F., JR.

His parents claim he was born almost nineteen years ago at Ferguson, Missouri. He used to work on construction of turret plants. Ambition is to drop an "egg" on Tokyo.

GURR, GORDON

First saw the world from Parowan, Utah on May 22, 1920. Claims Salt Lake City as his home. Previous occupation — insurance salesman. Ambition is to have a rendezvous with some fair maiden.

HESS, LYLE G.

Indianola, Iowa recorded his birth on March 17, 1917. He attended college three years and then became a salesman. His ambition is to flaunt those wings from graduation on.

HALL, JAMES F.

Arrived by Stork Express on May 17, 1918, in Otis, Colorado. Worked as painter for several years; knows Hitler is crazy. "When the war is over, we will all enlist again."

HILL, DONALD J.

Another wolf was born when Don dropped in at the home of his parents in North Hollywood, California on November 18, 1921. Worked for Lockheed-Vega Aircraft before joining the colors. His ambition is to help win the war and then become an athletic instructor or coach.

HANSON, WILMER L.

Loomis, Nebraska was the place; September 21, 1918 was the date; and catastrophe was the event. But "Tubby" Hanson survived and later became right halfback for the Cornhuskers of the University of Nebraska. He tried to study for it and hopes to be an engineer some day.

HOLLAND, G. FRED

Boasts of having been born in St. Clairsville, Pennsylvania on February 26, 1919. Attended Sawyer Business College of Los Angeles. Was secretary and salesman for Ames Harries Neville Co. of Los Angeles. His desire is that he will be in the plane which does most damage to Tokyo.

HARRIS, CHARLES S.

"Steve" is from Garrison, Kansas born there February 23, 1921. Worked for Douglas Aircraft after going one year at Kansas State College. Decided to see Berlin from an A-20-B and he may do it.

HOPWOOD, BURTON T.

HOWSE, BENJAMIN M.

Began life May 1, 1922 in Los Angeles. Spent longest vacation at University of Oregon. Enlisted in Air Corps and got an extended furlough. Ambition is to get another furlough—for life. Also wants to fly around with family in cabin cruiser after war.

JACOBSEN, CARLISLE A.

HUBER, KENNETH C.

Born in Plevna, Montana on November 7, 1921 but soon moved to Missoula. Matriculated at Montana State University for one year. Was draftsman as a civilian. Wants to fly the best ship built.

JAMES, JOHN R.

HULTMAN, RUNE H.

Born in Helena, Montana on May 26, 1917. Tried every job from cowboy to actor. Working as railroad switchman when appointed Cadet. Often called "Buff" by friends. Ambition is to make white men out of the yellow men with a B-17 and come back to . . . .

JENKINSON, MELVIN L.

Called "Mel" and "Jenks." Born in Garden City, Kansas on January 30, 1917; calls Girard home. Attended Los Angeles City College one year. Ambition is to become an H.P. and to enjoy life.

HYDE, GORDON I.

Call him "G.I." for short. He hails from Salt Lake City; was born there November 13, 1919. Was law student at University of Utah. Ambition is to study International Law at Harvard.

JENNINGS, LEO M.

First saw daylight in Sacramento, California on January 10, 1917, and still resides there. Nicknamed "Brub," short for brother. Was aircraft worker before war. Got desire to fly and became a Cadet. Only ambition at present is to become a civilian again.

IRVING, WILLIAM E.

The loss of Ridegefield Park, New Jersey is the gain of the Air Corps. "Ed" was born there March 14, 1915. Attended Boeing School of Aeronautics in Oakland, California. Worked for American Airlines in the Operations Department; wants to fly for AA after the war. Served in infantry before joining Air Corps.

JEWETT, HERBERT J.

Sideslipped in on January 13, 1919 in Twin Falls, Idaho. Jumped from house top with mother's parasol for a parachute once. Joined Air Corps so he could use a real 'chute. Also wanted to get a free trip to Tokyo and back.

JABALY, CAREME

Milwaukee, Wisconsin acclaimed his arrival October 28, 1916. Home is Daytona Beach, Florida (Phone number on request). Nicknamed "Gator-bait" at Luke Field where he was stationed before being appointed Cadet. Ambition is to drop largest bomb on "Hairy-Hito."

JOHANNSEN, JOHN J.

Rode the beam in at Petoskey, Michigan on September 29, 1922. No college but he had six months army service before becoming a Cadet. Ambition is to rest after the war.

JOHNSON, RALPH W.

Because of failure to correct for torque, "Johnny" landed at Green Bay, Wisconsin on April 7, 1920. No college; he bribed the Cadet Board into passing him on the mental exam. Was on crew of B-17E in Air Corps before becoming a Cadet. Wants to continue flying, commercially, after war.

KING, ROBERT E.

Made contact with earth at Pierre, South Dakota on May 27, 1916. Worked for Medical Finance Association before joining Air Corps. Hopes to fly B-17 and help win the war, then return home to the wife and two sons.

JONES, CLARENCE L.

Reported to his parents on February 20, 1921 in Ottawa, Kansas. Attended Chanute (Kansas) Junior College and Glendale (California) Junior College. Calls San Fernando, California home. Wants to show home town skeptics he can fly and then become football coach after war.

FALLENTINE, ERNEST W., JR.

Grief for his parents began on July 10, 1921 in Tremonton, Utah. He grew toward manhood (not there yet) and accepted the chance to go to the University of Utah. He couldn't learn anything so joined the Air Corps. Ambition is to fly a B-24 to London via Tokyo.

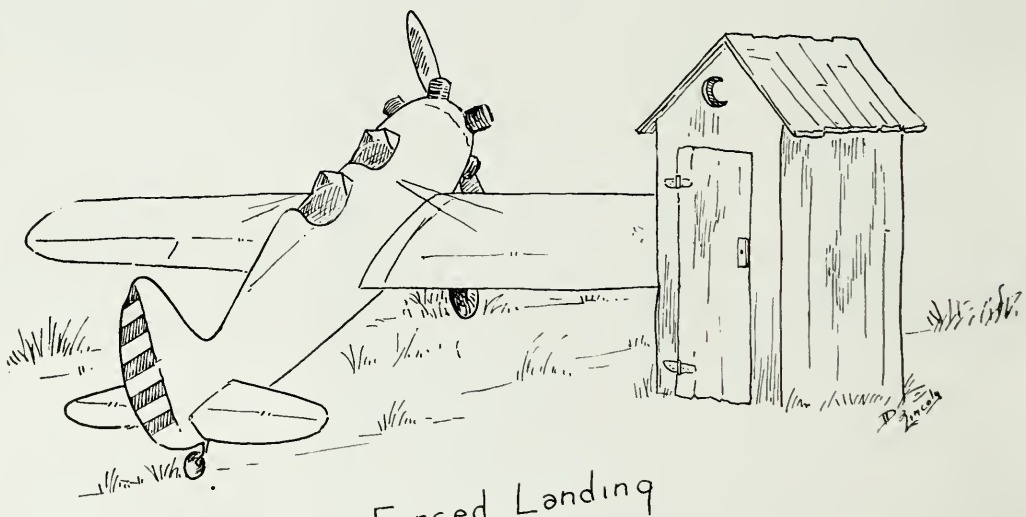
HAIL THE ARMY AIR CORPS

Men of Earth bound regions
Look to Heaven's legions,
Watch the Air Corps skyward go.

Sweep the sky before us,
Hear the angry chorus,
Climbing squadrons seek the foe.

Higher, higher straight into the sun—
We'll come down when victory is won.

Sons of man-made lightning
Of a power frightening—
Hail the Army Air Corps, Hail.



Forced Landing

1 Basic Beauty. 2 Cadet Captain. 3 Rock Garden. 4 Thunderbolts. 5 Females on the Port Side. 6 Hammock Heaven. 7 Rocks in the Head, or What? 8 Herr von Stuben. 9 Sea Dogs. 10 Superior, Excellent, 61. 11 Bedded Down at the Pioneer. 12 Iron Horse. 13 Strong Tail Wind. 14 After the Ride with Prescott.

C. L. Prescott, *Flight Commander*

Harry C. Karsner, *Assistant Flight Commander*

"C"

FLIGHT INSTRUCTORS

When you gentlemen arrived here a few short weeks ago many of you were of the opinion that if a student learned to get an airplane up and down without breaking it up, he would have no difficulty in meeting the required standards.

You have since learned that there are a great many procedures that must be learned. Most procedures can be learned on the ground from detailed instructions found in your Flight Manual, the bulletin board, or the Pilots' Information File.

Those that are not picked up in this manner are taught you by your flight instructor during your dual time. On this dual instruction you will find that it the little, intricate things that are very important to the successful completion of your maneuvers. It's these things even more than the big things that a check rider looks for on a check flight.

Keep your wits about you—learn these little things along with the basic maneuvers—and we will be hearing about your successes "over there."

C. L. Prescott.
Flight Commander,
"C" Flight.

Flight Instructors: C. A. Donnadieu, J. P. Hudgin, H. C. Kaimer, H. Q. Stakes, E. H. D'Atri, V. B. Rug, and I. L. Anderson

"C" Flight

JOHNSON, HENRY B.

Born November 12, 1917 at Beaver, Pennsylvania. Failed to learn anything at Los Angeles City College so he joined the Air Corps. Wants to fly A-20-A. After the war he wants to see lots of bright lights and women.

LACY, STANLEY J.

Born August 2, 1918 in Hoopeston, Illinois. Migrated to wild and woolly Montana in 1931. Took Pre-Medical training at Montana State College. Kept books for Yale Oil Corporation Refinery. Ambition is to get back home and relax.

KOCH, ROBERT W.

Another of those fellows from Los Angeles, this one was born there 21 years ago. He used to be an airplane draftsman. Has four ambitions: to get those wings; to finish this war; to get married; and to go to college.

LARRANCE, RALPH E.

Born in Denver, Colorado on August 17, 1921 but claims Los Angeles as home. Attended Los Angeles City College. Was musician before signing up. Ambition is "to eliminate warring 'bellyachers,' then emulate good music makers."

KOKEN, ROBERT L.

Born April 6, 1922 near Ruskin, Nebraska. No college. Worked for North American Aviation for fifteen months. Decided he wanted to fly and get his quota of Japs. Wants to marry after war and fly with United Airlines.

LARSON, DONALD O.

He came in with the New Year on January 1, 1922 in Portland, Oregon. Had two years in National Guard and two more in Field Artillery. Now it's the Air Corps. Ambition is to join some buddies flying in Australia.

KYLE, JAMES

Much to the joy of feminine pulchritude, Jim arrived in Long Beach, California on August 30, 1922. Grew into bristling manhood in Bellflower, California. Attended Long Beach Junior College. Labored feverously at Vultee then retired and joined Air Corps. Wants to fly "Mustang" over Tokyo in search of Geisha Girl.

LeBOURVEAU, FRANK R.

Hails from Marysville, California; was born there April 22, 1920. Skipped classes at University of Arizona and Polytechnic College of Engineering. Ambition is to make a good landing. Call him "Duke."

LEE, WILMER R.

Born in Florala, Alabama 22 years ago but moved to Santa Ana long before joining the Air Corps. Went to Santa Ana Junior College one year. Ambition is to get those wings and fly a B-17.

LONG, ORVILLE S.

Born in Peoria, Illinois on February 27, 1922. Moved to Missoula, Montana; went to school there. He says he used to be called "Butch." Ambition is to get those wings and fly a P-47.

LEEPER, ALVA W., JR.

Made first three-point landing in October, 1923 in Sand Springs, Oklahoma. Moved to California after completing high school and majored in Aeronautical Engineering at Los Angeles Junior College. Decided it was more fun to fly airplanes than to design them. Ambition is to get those Silver Wings.

LOWE, EWAN E.

The stork got lost in a snow storm and dropped "Bud" at Cardston, Alberta, Canada in 1916. He studied chemical and electrical engineering at University of Alberta. Ambition is to get married and stay in the Air Corps.

LINCOLN, DONALD A.

"Abe" was born in Grinnell, Iowa on August 22, 1920. Attended high school and business college in his home town, Missoula, Montana. Drove beverage truck before joining Air Corps. Ambition is to get home to the little woman.

LOWER, RAYMOND L.

LION, JOHN R.

Let out his first roar on February 21, 1921 in Los Angeles. Dissipated at the University of Southern California. Worked as truck driver and mechanic before starting to U.S.C. His ambition is to "slap the Japs" in a P-47. Then he wants to catch up on his sleep.

MADDEN, WILLARD D.

A Kansas cyclone blew him in on April 18, 1920. Migrated to Los Angles; went to school there and later became mechanic. He wants to fly "hot ship" during war. Ambition is to get rich quick. Goes by middle name, Dean.

LIVESEY, DONALD W.

Had a fight with the stork and was dropped at San Diego, California 22 years ago. He worked as a cook before joining the Air Corps. He's nicknamed "Cheesey." Wants to fly a "hot ship" over Tokyo in formation with Munger and Maloney.

MAICKEL, ROY S.

He used to be called "Mike" but while at Ryan he acquired the nickname "Downwind." Born at Butte, Montana July 26, 1918. Attended Montana School of Mines. Wants to get into commercial aviation after war.

LIVRAN, JEAN J.

Announcement of his birth was made in the Denver Post 24 years ago. He was an accountant before becoming a Cadet. First person in 43-C to have accident; thus the nickname "Crash." Ambition is to fly a B-17.

MALONEY, JOHN L.

Calls Pomona, California home but was born in Denver, Colorado on October 23, 1916. Was moulder by trade. Likes formation flying. Oh, yeah! Ambition is to outfly his "kid brother."

MARTIN, EDWARD R.

Mother calls him "honey" but friends just call him "Eddie." Was born in Sacramento, California June 5, 1920 but calls Milton-Freewater, Oregon home. Attended University of Oregon. Before war he worked as an entomologist (bug chaser). Served with R.C. A.F. in Canada before transfer to U.S. Army Air Force.

McALPINE, PARTICK R.

His name's Pat but they call him "Mike." He was born of Irish parents in Grand Rapids, Minnesota on March 12, 1921. Attended classes at Itasca Junior College at home. Wants to return to Minnesota in a B-17 via Tokyo.

MATHER, JACK E.

Sprang up in Rupert, Idaho; claims his home is Long Beach, California. Played football at University of Arizona. A football coaching position or a flying job after the war would make him happy.

McCONACHIE, ROBERT A.

Moved to Rapid City, South Dakota from Perham, Minnesota where he was born on July 18, 1921. Attended South Dakota School of Mines for awhile. Worked for Lockheed before coming to Air Corps. Hopes for permanent job in Air Corps, a P-47 for the war, and a blonde after the war.

MATKINS, THOMAS, JR.

Began whistling at the women at birth in February, 1917, in Salt Lake City. Calls Los Angeles his home and admits to fogs there. Education culminated in degree at University of Arizona. Tried selling insurance and worked some for Lockheed Aircraft. Wants to return to farm someday.

McDONALD, HARRISON G.

Hails from Pasadena, California. Born in Los Angeles on December 16, 1917. Attended Pasadena Junior College. Worked for Lockheed and Vega for two years. Ambition is to fly B-17 over Japan and "blow hell out of Tokyo."

MATTHEWS, JOHN T.

Appeared in Baltimore, Maryland on December 14, 1918 but moved to Pasadena, California where he enrolled in the Pasadena Junior College. Had white-collar job in Bank of America as clerk, bookkeeper, and teller. Ambition is to get back to normal and to civilian clothes.

McKNIGHT, ROBERT

Made good landing at Boulder, Colorado on November 27, 1921 but took off again to land at Portland, Oregon. Was an aircraft assemblyman for Lockheed. Ambition is to fly an "Interceptor."

MAUL, RICHARD T.

Born in Michigan 24 years ago but claims Huntington Park, California as home. Before the war he was an architectural draftsman and designer; after the war he wants to resume where he left off or continue flying. He's known as "Dick."

McLOUGHLIN, DOYLE E.

Blew into town on July 18, 1921. The town was Hebron, Nebraska. Went to high school and Junior College at home. Ambition is to fly a P-40 after graduation and to fly for TWA after the war.

MAY, JAMES J.

Christened on February 20, 1921 in Los Angeles. Used to work as cable splicer for Bell Telephone Co. and wants to return to the same job after the war. Received more mail than any other man while at Ryan.

MENDENHALL, LEWIS J.

His flight log shows his point of departure to be Hay Springs, Nebraska. He started there 25 years ago. One of the check points along the route is Lockheed Aircraft where he worked in the hydraulics section. His objective is a Lockheed Constellation as soon as some of the details are ironed out.

MERCADO, FRANCISCO

Born February 17, 1920 in Los Angeles. Attended Garfield High School and Frank Wiggins Trade School. Vocation was electricity; avocation was photography. Ambition is to get those wings.

MURPHY, FRANK J.

Born and christened in Shelton, Connecticut on May 17, 1917. Slept in classes at Los Angeles City College and U.C.L.A. Worked for Douglas Aircraft for year as timekeeper. Served four years in U.S. Navy. Ambition is to get into commercial aviation after the war.

MURI, ANDY S.

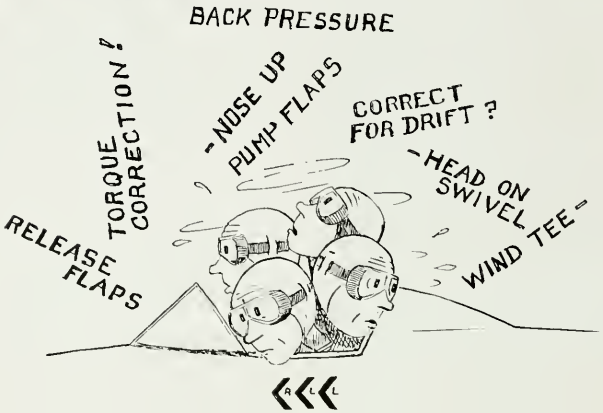
Born on August 29, 1921 at Miles City, Montana; calls Cartersville, Montana his home. Custer County Junior College in Miles City was the site of an attempt to secure an education—or something. Was rancher before becoming a Cadet. Ambition is to get the war over and get back to good old Montana.

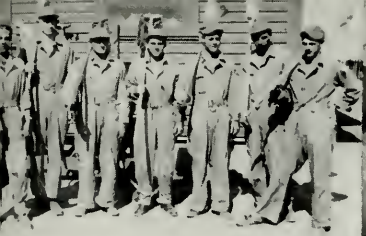
SHEPARD, JOHN K.
1st Lt. C.A.C.

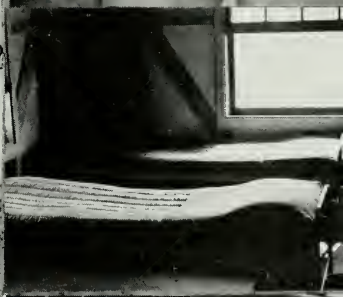
Born in Detroit, Michigan October 5, 1919. Attended University of Michigan. Entered Air Corps via the Coast Artillery (AA). Ambition, see the world from the cockpit of a B-17-F.

MOSS, PHILIP, 2nd Lt. Cav.

Contact, Chicago, Illinois 1916. Came from 2nd U.S. Cavalry. Ambition, to do the most with the best.







1 Mother's Helpers. 2 Engine Class. 3 Major's Chariot. 4 BT. 5 Before the Check Ride. 6 Pretty Boys. 7 Boy and Toy. 8 Hornets Nest. 9 No Place Like Home. 10 4's a Crowd Fellow. 11 Rigid Robots. 12 Slave Drivers. 13 Ran the Tank Over. 14 Hello Folks. 15 "Crash" with P.X. Card.

J. K. Funk, *Flight Commander*

Dr. Knapp, *Assistant Flight Commander*

"D"

FLIGHT INSTRUCTORS

You have just finished the first third of your training as pilots. The opportunity you had and took for this training is one you will never forget or regret. The older men only wish that we had this opportunity offered us.

From here you will go on to Basic and Advanced training centers. Every hour that you spend flying and studying is just one more hour closer to victory for our nation and for the men who have gone ahead of you—some to return and others to remember.

Your instructors will not forget the cooperation and fineness of attitude that you have shown while you have been under our supervision. The joy and pride of seeing you graduate more than compensates for the long hours of work and worry and we will still be boosting for you up to the day you receive those Silver Wings and really start getting your experience in flying.

So, good luck to all of you wherever you may be in months or years to come.

John K. Funk,
Flight Commander,
"D" Flight.

Flight Instructors: Front, U. S. Johnson, F. L. Brown; Back, J. K. Fink, D. R. Knapp, J. D. Macy, R. Sheppard, H. S. Beamish, R. P. Kessler, and G. N. Harris

"D" Flight

HARRISON, CHARLES F.

A former radio news editor who began looking for news 22 years ago at Rock Island, Illinois. Known as "Chuck," he attended Augustana College. His ambition is to get out of drill and always to have plenty of gas in reserve.

MODISETTE, DE MOTT

"Out where the wind blows" in Manhattan, Kansas, this speedster first opened his eyes in May, 1918. Moved to North Hollywood, California where he was a professional wolf. Attended University of California at Berkely, thought that school had a good football team this year. Wants to outlive Swastikas and Rising suns.

JOHNSON, MAURICE H.

Dad Johnson had many surprises, but when Maurice was born nothing surprized him afterwards. He still thinks it was a forced landing and wonders why the stork didn't stretch his glide to the neighbors house. It all happened in October, 1919 in Jamestown, New York. Maurice served in infantry one year. Has no ambition.

MOEBIUS, JOHN W.

MILLER, JOHN R.

Native of St. Paul, Minnesota since May 27, 1921 but adopted Downey, California as his home. Classified as a pilot but has done some bombardiering too—he spilled his instructor's sun glasses and cigarette case-lighter from 5,000 feet. Ambition is to relax—period.

MOORE, ROBERT T.

"Robin" arrived in Columbus, Ohio twenty-five days before Christmas in 1918. Later he transferred his home loyalty to Los Angeles. He used to build planes, now he prefers to fly them. He looks hopefully forward to the time when he can sleep sixteen hours a day again.

MITCHELL, MONTFORT C.

One of those Virginia boys from Berryville since June, 1923. Thrown from a horse at the age of five and since has had ambition to fly. Earned neckname of "102½" while at Santa Ana.

MORALES, ROBERT O.

Born (unconfirmed) in Yuma, Arizona on March 16, 1917 but migrated to Los Angeles. Graduated from Garfield High and then became aircraft mechanic. Ambition is to make a good landing at Phillips Field. Wants to get in on plane cargo work after the war.

MORRISON, WALTER G.

Started his education on September 25, 1920 in North Hollywood, California and by the time he became a Cadet had a PhD. degree in "Campusology" and "Art of Loving." Used to be a machinist. Wants to fly a P-47 over Berlin.

NEWELL, MAX A.

MULLER, FRANK J.

Made his first (and last) three point landing in Flemington, New Jersey. Got nickname "Crash" while a member of a motorcycle corps. Ambition is to learn to fly—after the war.

NEWNAM, WILLIAM B.

Announced to a very expectant father in Columbus Junction, Iowa on August 5, 1917. Wants to outfly a few Jap "Zeros" and then he would like lots of fishing and a return trip to Los Angeles and the "beautiful things."

MUNGER, PAUL O.

Crashed into the scene at Los Angeles on July 9, 1919. Home is Portland, Oregon. No college; memorized enough to pass mental exam after being in field artillery two years. Living example of Air Corps leniency. Passed 30 hour check with only 42 hours. Wants wings on chest. Also wants chest. Plans on career in Air Corps; especially likes formation flying. Hangs around P.X. consistently because of Fran.

NICHOLAS, CHARLES L.

Started going on Sick Call on January 9, 1921 at Fairmont, Minnesota; still calls it home. Attended Iowa State and St. Mary's Colleges and Lincoln (Nebraska) Aeronautical Institute (wishes he had learned something). After the war wants a good job, short hours, and long vacations with pay.

MURI, ROBERT N.

Contact at Cartersville, Montana on February 19, 1920; still calls it home. He's called "Bob." Attended Custer County Junior College, Miles City. Previous occupation—ranching. Ambition is "Give me back those wide open spaces and all that goes with them."

OIEN, HAROLD A.

A resident of Cut Bank, Montana since August 25, 1921. Worked as a rig builder in the oilfields; there he got the nickname "Ole" and it stuck. Would like to "lick hell out of the squinteyes" and then marry the sweetie.

MURPHY, ROBERT L.

"Murph" arrived in Page, Nebraska on Hallowe'en night in 1919. Grew up on farm; later found refuge at the University of Nebraska for two years. Took CPT there. Had short "hitch" in infantry. Wants to "settle this mess" and then go back to the farm with the Mrs.

O'SULLIVAN, PATRICK J.

Called "Poolroom Pat" by his many pals, this Irishman comes from Bakersfield, California. His ambition is: No flying, no bombing, no nothing. Wants a cafe in Mexico City—open one hour a day—and plenty of rest (what's that?).

MUSOLF, RALEIGH H.

"Moose" bade the stork farewell over Long Beach, California on June 26, 1923. Hopped over to Huntington Beach to live. Wasted time at Fullerton Junior College. Was life guard at Huntington Beach. Ambition is to go to Oregon with "Eddie" after war.

OVEROSE, DONALD G.

Born August 30, 1919 at St. Peter, Montana. Worked as clerk in wholesale auto replacement parts firm. Ambition is to live to a ripe old age with plenty of excitment. He also would enjoy giving the Flight Commander a check ride.

ROBERTS, RAYNOR H.

Survived rough delivery to Miles City, Montana and lived there most of his twenty-one years. Attended Carroll College of Helena. Has two ambitions: one is to polish off the Axis, the other is to canoe up Pearl River and the Yukon to Nome, Alaska. He's also interested in a girl. He's known as "Ace" or "Sheik."

STRADLER, ALAN C.

After being dropped by the stork in Barnard, Missouri on February 3, 1923, this lad moved to Glasgow, Montana. Went to the Echart Flying School in Miles City, Montana where he acquired the nickname of "Gunner." Ambition is to end the war in a hurry and find a rich blonde.

ROONEY, FRANCIS J.

Born in Ely, Nevada in August, 1921 but moved to Butte, Montana at tender age of one. Lived there until appointment as Cadet. Was employed in bottling plant. Ambition is to die his own way—of old age.

TRUSHEIM, JOHN H.

Blessed the world with his presence in Butler, Missouri on March 12, 1922. His home is Thermopolis, Wyoming—Home of the World's Largest Mineral Hot Springs (Paid Ad). Ambitions: Yeah, but he won't reveal her name.

SEEVERS, MARION B.

Stalled in at Des Moines, Iowa on January 25, 1918. Truly a "Colitch Man," he bribed Harvard of a B.A. degree and robbed an M.B.A. from Stanford. His ambitions are to go home to Los Angeles, wear a civilian suit again, and be an industrial relations counselor.

VAN SICE, ROBERT B.

Originally from Missoula, Montana but claims Helena as his home. Went to Montana State College. Likes big game hunting and trout fishing; hates dancing. Wants to fly B-17-F or better and would like to organize aerial freightways after the war.

SELIGA, EDWARD J.

The Windy City lost a close decision to fate 21 years ago. Ed recovered but Chicago never did. Attended Loyola University of Chicago two years. Can always be heard boasting about Chi. Ambitions—to wear civilian clothes again and to learn to fly.

VARVA, FRANK I.

Uniontown, Penn. sent him on his way to the Air Corps on September 8, 1921 by way of radio school at Scott Field, Illinois. Ready to navigate a B-17 to Tokyo with Mr. Rooney as bombardier. Would like to become a vagabond but not an ordinary bum.

SLATER, MARVIN G.

His arrival was such a shock that his Brooklyn parents didn't teach him to talk for a year; that's all he has done for 23 years since. Learned to write at Cornell University. Delights in throwing pop bottles at National League umpires. Nickname is "Slats."

VINCENT, JOHN D.

Born in state of coma 22 years ago. Attended University of California at Los Angeles where he played football, basketball, and tennis, and studied architectural drafting in his spare time. Hopes to get married and get his wife a good job. Called "Vince."

STEWART, DONALD P.

Landed with a bang at Bowman, North Dakota on July 4, 1916. Nickname is "Stu." Inherited a strong liking for hunting and fishing and still has that liking. Served in field artillery and tank destroyers. Ambition—more good hunting . . . both game and Japs.

WAHLBERG, WILSON J.

Began screaming and kicking in August, 1917 at Randall, Minnesota. Moved to San Jose, California; claims that is home. Played two years in orchestras and worked awhile in a bank before call to colors. Wishes for a bevy of blondes and a wad of dough.

WALKER, L. EARL

Known to friends as "Torchy." Born August 29, 1921 and proudly proclaims Amarillo, Texas as home. Attended West Texas State College to become a journalist. Enlisted in Air Corps and later was appointed a Cadet. Desire is to return to newspaper work and . . . well . . .

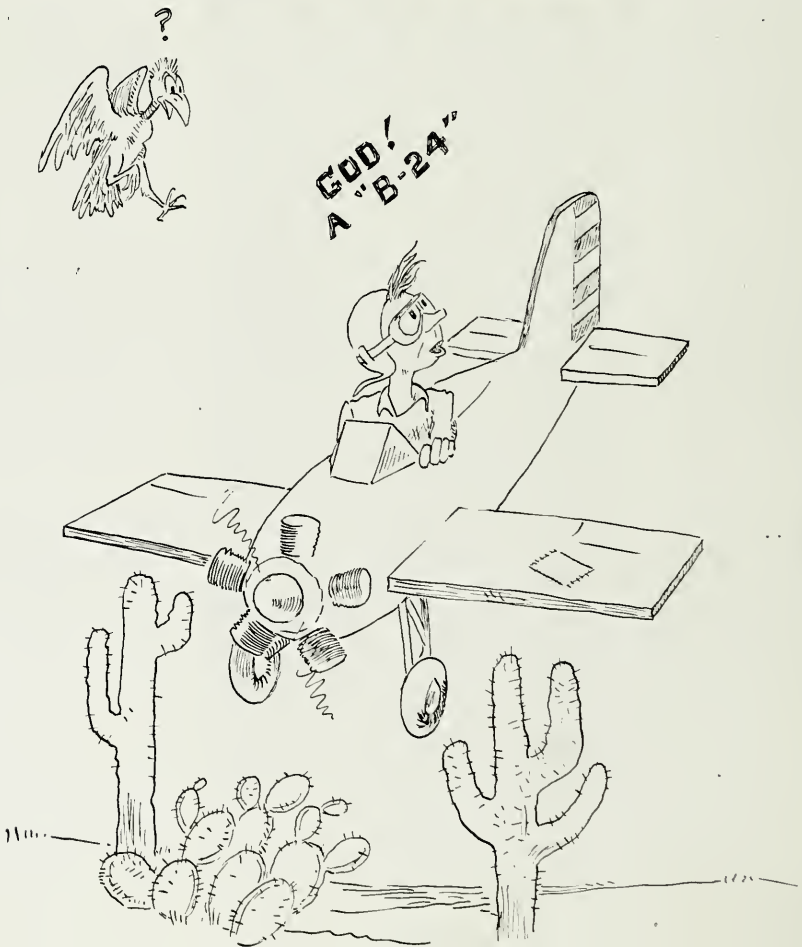
WARD, RAY J.

WALTZ, JAMES B.

Admits being born twenty-one years ago in Los Angeles. Claims Alhambra, California as home. Slipped and skidded his way through school and into the Air Corps. Ambition is to be a good officer and keep up the feminine interest in L.A.

WESTER, JAMES W.

Dashed in on the beam in Morenci, Arizona. A true son of the desert, he calls Tucson his home. Hid in the halls of Arizona University for three years. Used to manage mine in New Mexico; now he's trying to manage the "Maytag Messerschmidts." Wants wings first, an end to the war very soon afterwards, and then a return to the Mrs.



1 Instructor. 2 Watch Out Bud! 3 Tele.—24141. 4 Ah, Ha, Women! 5 Palm Beach, Arizona. 6 Ain't I Pretty? 7 Above it All! 8 Bathtub, at Last! 9 Sleepwalker. 10 Fairytales. 11 Crap Game. 12 Tea Time. 13 Chaperon. 14 Country Club. 15 Smile, Mac. 16 Darwin's Theory. 17 Let's Hope So! 18 Roberts and Pet. 19 Beaver. 20 Ah, Hollywood! 21 Stick Time. 22 Gas for All. 23 Attentshun! 24 Mely and Motor.

1 Abuh Ben Adhem. 2 Parking Mat. 3 Typical Day. 4 Control Tower. 5 Cockpit Practice. 6 Capt. Minton. 7 Water Supply. 8 Ryan Coke Machine. 9 Dry Arizona. 10 Form I Error. 11 Hitch-Hiker. 12 Taken While Buzzin'. 13 Ryan Bound. 14 Gas Attack, Gentelmun! 15 Spectators. 16 Baloney. 17 Army Fit.

1 R.C.A.F. 2 Maul and Moll. 3 Mousie. 4 Women at Last! 5 Bugle Boy. 6 Local Talent. 7 Bye Me. 8 Rain at Ryan. 9 Homeward Bound. 10 That's My Pop. 11 "Smilin' Jack" Hudgin. 12 Power Plant? 13 Study Hall. 14 Solo Smiles. 15 "Mel." 16 Tilling the Soil. 17 Meat Wagon. 18 Form I.

NEXT STEP -- BASIC!

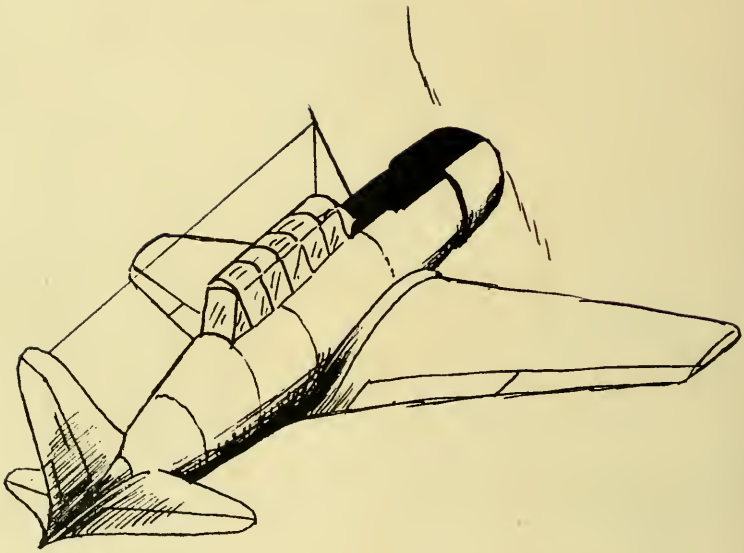
In Appreciation

The time for Class 43-C to leave Primary and go on to Basic has finally arrived. To some members of the class, the time spent here has been short; to others it has been long. To all of us, the stay here has meant a lot of hard work; it has meant the endurance of none too adequate fixtures and equipment; but the personalities of the Officers and instructors have helped to make it easier.

When first we came to Tucson, we knew very little about flying, theory of flight, navigation, weather, or aircraft engines. Some of those subjects were just names to us. We aren't experts on any of those subjects yet, but because of the efforts of our instructors, we are on the way to understanding them.

To those persons we express our appreciation.

THE EDITOR



THE WINDSOCK

FEBRUARY 1943 '43-F'

CADET OFFICERS

Battalion Commander.....A. C. Allumbaugh
Adjutant.....W. R. Wheelock
Sergeant Major.....Winston Dorrell

SQUADRON I

Cadet Captain.....R. W. Campbell
Lieutenant "E" Flight.....D. C. Clendennen
Lieutenant "F" Flight.....J. E. Davidson

SQUADRON II

Cadet Captain.....A. Lane
Lieutenant "G" Flight.....H. Howard
Lieutenant "H" Flight.....P. A. Voorhees

IN MEMORIAM

FRANKLIN C. MAYVILLE

Classmate and fellow-soldier, killed in an accident, December 22, 1942. To him and to all those who give their lives in training or in combat we dedicate our efforts to the end that their sacrifices shall not be without justification.

The Windsock

Published by the Aviation Cadets of Class '43-F,
11th Army Air Forces Flying Training Detachment, Ryan School of Aeronautics,
Tucson, Arizona, February, 1943.

Supervisor
Lt. W. K. Dyson

Editor
L. T. Carr, A/C

Managing Editor
A. C. Allumbaugh, A/C

Art Editor
J. G. Charlton, A/C

Cartoons by A/C G. H. Meyerriecks
Cover Designs by A/C J. G. Charlton
Photography by Bob Montague

IN MEMORIAM

LEWIS E. WHITE, 1ST LIEUTENANT, AIR CORPS

Lieutenant Lewis E. White, Assistant Air Force Supervisor, Eleventh Army Air Forces Flying Detachment, was killed in an airplane accident at Richfield Airport, Richfield, Utah, January 31st, 1943 while on a cross-country training mission.

To Lieutenant White, Class 43-F respectfully dedicate this issue of the Windsock.

TO CLASS 43-F

MY MOST sincere congratulations upon your successful completion of your Primary phase of flight training.

While you continue to pursue your training activities, pause to consider the careers of the many Cadets whom you follow. They are flying in all parts of the world in every conceivable type of aircraft. They, too, were students only a short time ago. Make every second count so that when your assignments are made you may well prove your worth to our Air Force, the greatest in the world.

With these ideas in mind, go to basic training with the knowledge that we will follow your careers with the greatest of interest.

DEAN D. CONRAD
Captain, Air Corps,
Commanding

JOHN D. ANDERSON, 1ST. LT., A. C., *Commandant of Cadets*

TO YOU AVIATION CADETS OF CLASS 43-F

MY HEARTIEST congratulations. Sincere effort and concentration on your part and excellent instruction graduate you towards ultimate achievements. Your honest devotion to duty and responsibility and a higher sense of honor are products in part of the Ryan School of Aeronautics personnel and, I believe you will observe the welcome that Ryan Cadets receive at any future school you may attend.

During your future training and when you are on active duty both combat and non-combatant, let me stress a highly important factor to consider—that of team work. Think back over your civilian training when you participated in athletic teams. How futile attempts at success would have been had team work been lacking. Your football and basketball coaches implicitly coached team work prior to playing technique because they knew that those end runs or line plunges would fail had not every other member or even possibly one other member of the team carried out his mission.

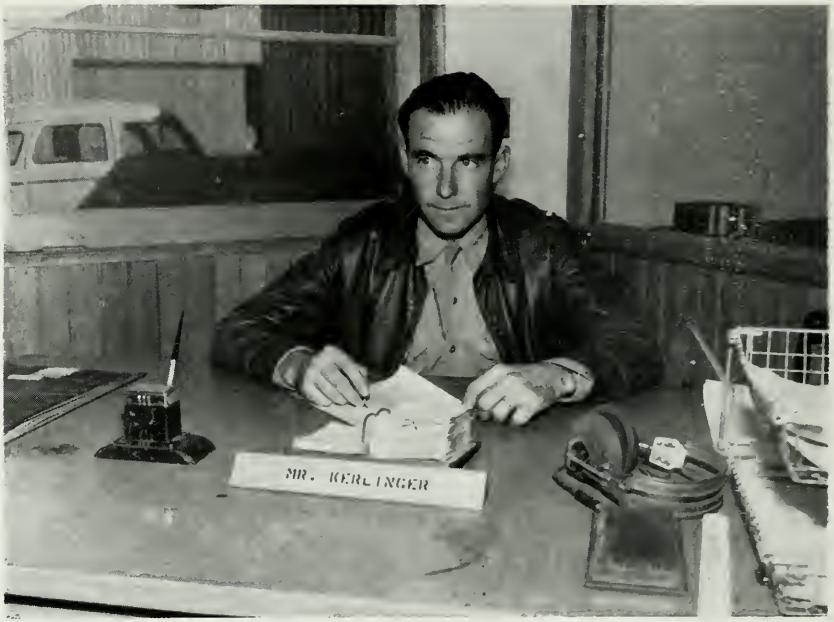
W. K. DYSON, 1ST LT. A.C.
Assistant Commandant of Cadets

Military history has proven that team work is vitally important also. Many a combat unit has been ambushed because one member of the command failed to carry out his detail, however large or small. Remember and practice this important agent both in your training and when you are flying someone's wing on a bombing mission and victory will be yours.

Let me close in suggesting that all of you strive to learn about and live by the motto acquired and instilled into future officers by the United States Military Academy—*Duty, Honor, Country.*

JOHN D. ANDERSON
1st Lieut., Air Corps,
Commandant of Cadets

R. J. WOJCIEHOWSKI, 2ND LT., A.C.
Assistant Commandant of Cadets



CLASS 43-F

UNDER present conditions, classes arrive, are trained, and depart in fairly rapid succession. Yet during that relatively short period, the primary phase of training is completed.

You of 43-F can now realize the extreme importance of this phase of training and the effort that must be expended by all concerned in order to achieve the desired result in the time allotted.

You have wholeheartedly entered into the spirit of giving your best, and those that have instructed you have done likewise.

When we stop to think what this spirit actually is that activates all of us to get the job done well, it can be summed up in the "Creed of Victory" which all Americans are privileged to pursue. A portion of this "Victory Creed" follows:

THIS IS A DAY OF OPPORTUNITY. TODAY IT WILL BE MY PRIVILEGE TO SERVE MY COUNTRY.

I WILL DISCIPLINE MYSELF TO DO MY BEST AND TO WORK FOR PERFECTION, WHATEVER THE TASK.

I WILL PERFORM MY DUTIES CHEERFULLY AND IN ALL CIRCUMSTANCES. I WILL DO WHAT IS SET BEFORE ME IN A SPIRIT OF CONSECRATED SERVICE.

ABOVE ALL, I WILL BE RESOURCEFUL AND FIND THE ONE WAY TO DO IT, WHATEVER THE MISSION.

Best of luck 43-F

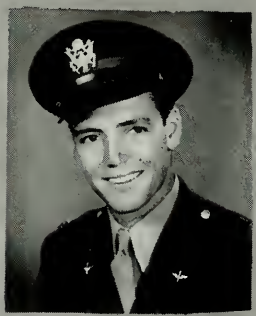
R. J. KERLINGER
Director of Flying

OFFICERS
OF THE STAFF

11th ARMY AIR FORCES
FLYING TRAINING DETCHMT
TUCSON ..... ARIZONA

E·R BANE, 1st Lt, A.C.
EXECUTIVE OFFICER

L·E·WHITE, 1st LT, A.C.
DIR., FLYING SAFETY

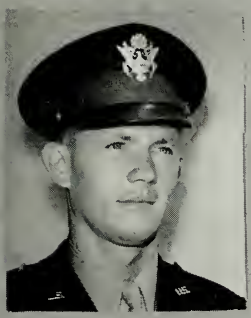


E·R·FRISBIE, 1st Lt, A.C.
POST OPERATIONS OFF'CR

J·F·WEAR, 1st Lt, A.C.
ADJUTANT

M·B·RAMSAY, 1st Lt, A.C.
DEPOT COMMANDER

L·A·GARNER, 1st Lt, A.C.
DIR., FLYING TRNG.



A·R·HOLMAN, 2nd Lt, A.C.
ASST. DIR., FLYING TRNG.

E·F·SCARBERRY, 2nd Lt, A.C.
ASST DEPOT COMM'DR.

J·D·KELLER, 2nd Lt, A.C.
PERSONNEL OFFICER

THERE ARE NO RETAKES IN

COMBAT

DURING the time in which a man is undergoing training in aviation it is taken for granted that he will make mistakes. For that matter, learning is sometimes defined as a process of trial and error, and this is quite true in learning to fly. It is essential that the instructor be able to see the mistake which a student is likely to make, or does make, in order that he may correct him, and then too, it is needful for a student to learn many things which he must *not* do, in many cases by allowing him to do them under circumstances where the instructor can make a correction before the indicated results becomes an actuality. Thus, for example, if a student is not certain, and there is a chance of his making a mistake in spin recovery, would he want to make a mistake while his instructor is in the plane with him? The question is absurd; of course he wants his mistake seen and corrected. Now in the case of his classroom work, illogically, we find the general case to be that when time for an examination arrives, the student hopes that there will not be any questions which will search out the understanding which he does not have. Now during student days, there is always the opportunity of further study, and a re-examination which will make certain that he does acquire an essential understanding.

After student days are over, and the pilot is flying under regular operating conditions, and in combat, the situation is completely different. The case of the difficulty in the Aircraft Identification course where the student had difficulty in distinguishing between the P-51 Mustang, the Hawker Hurricane, and the Heinkel 113, but though he was fortunate not to have had his difficulty searched out in an examination, and thus did not have to do extra study on these planes to pass a retake examination, becomes different in combat when he meets a group of planes, and to him then, they are Mustangs, or Hurricanes, or Heinkels. This time he MUST act, and there will be no retake if he guesses wrong.

The same thing is true about his knowledge of all the other subjects of aviation which are taught in a classroom. Consider the time he is in flight and he meets a set of symptoms on his engine instruments on the panel. The diagnosis and the remedy must be right, and if they are not, there will be no retake. In the navigation problem on an important mission, the navigation was correct, or it was not, but again there is no retake. Above all else, remember the admonition upon which we harp: your knowledge of Engines, Aircraft Identification, Airplanes, Navigation, and Weather is just like your parachute; if you ever *need* it, and don't have it, you won't need it again.

STEWART W. MATSON
Director of Ground School

Back row, left to right: N. T. HORTON, C. J. THERRIEN, C. ULM, S. DACH, E. W. PYE.
Front row, left to right: J. B. CONWAY, S. W. MATSON, *Director;* M. V. WILLETT

Major M. R. Wilucki

Lt. M. B. Flanigan

THE WILL TO FIGHT ON!

THE "Will to fight on" is the fundamental basis of all success in life as well as in the maintainence of life itself. The man who desires to succeed in a mission or in any undertaking is going to be the one who pushes himself against all obstacles and against all odds, no matter how great or unsurmountable they may appear at first glance.

It was not easy for the first man to sail the "Seven Seas." He knew not what was beyond the horizon, nor even that he would not fall from the edge of our "flat world," as he believed it to be. He pushed on because he desired to accomplish something for himself as well as his fellow man.

It was certainly a difficult task for the first man to leave the ground and make the air a place to travel, enjoy, and fight in; instead of a place of fear and superstition. He went on because he had the desire and will to drive himself to a better world.

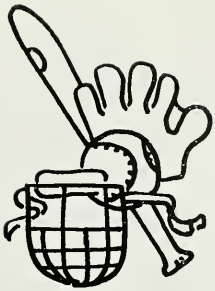
You too, will have unpleasant experiences in your life, as it must come to all men at some period in their lives. Your WILL to overcome this obstacle will determine whether you are the Victor or the Vanquished. Your WILL and desire to fly and to become Officers in the greatest Army in the world will be the deciding factor in achieving this end.

There is no easy path to win your "Wings" and "Gold Bars." It must be earned by those who have the necessary "Will" and "Fight" to carry on in spite of the rocks and thorns that lie in that path.

Remember that you are the future leaders, not only of the Armed Forces of Our Country, but in the reconstruction of the world after this conflict has terminated and the forces of hatred and greed have been abolished by the United Nations.

Melvin R. Wilucki
Major, Medical Corps,
Flight Surgeon

Tn 5th Feldman Cpl. Sandstrom Tn 5th Woolley



Mr. Wm. Jameson

PHYSICAL TRAINING

IT IS reported that Winston Churchill once said, "Culture and literature are all very well, but culture without strength soon ceases to be a living culture."

Adequate muscular strength is a prerequisite of a number of things. It is a prerequisite of superior performance in any form of sports. It is still more a prerequisite of such gymnastic stunts and self-tesing activities as apparatus work and tumbling. It is a prime prerequisite of correct military carriage and resiliency, of poise and body balance, and of positive and graceful posture.

Lack of muscular development results in undue bodily fatigue, in a depletion of energy throughout the day. The undermuscled person is not only susceptible to occasional acute fatigue; this fatigue piles up in a normal life of activity.

Studies in the physiology of muscular work demonstrate that the efficiency of muscular contraction depends upon the relative load on the muscles. Thus a muscle that is overloaded has a smaller work efficiency than one which is not loaded too heavily. The person of less than normal strength, in addition to his constant fatigue, works always at a relatively lower level of efficiency than he would if his strength were up to normal for his weight.

While a certain amount of recreation and relaxation are an essential part of the physical training program, doubly important is the development of strength, endurance, organic vigor, stamina, ruggedness, robustness, and muscle coordination. The exercises and activities in which the aviation cadet participates have been scientifically selected on the basis of their value in improving these traits.

However, the old adage "business before pleasure" does not apply so closely to physical training as it might seem, for developing and maintaining a strong, efficient body can be and is a pleasure to the vast majority of aviation cadets.

Congratulations to the class of 43-F upon the successful completion of another phase of pilot training. Best wishes for continued success in the future.

William F. Jameson
Physical Training Director

E Flight

J. B. KNOX

V. E. KRUG

Section Leaders

W. H. GIBBS
Flight Commander

SO LONG, E-FLIGHT

• • • You have now successfully completed your Primary Training and as you go on to your new duties and experiences I find it difficult to find something to say that will adequately express the feelings that any instructor staff must have for any group of men whom they have guided through this important eight week period of their training.

I know that this class is just like all of the others and yet each class is at the same time different—sometimes extremely individual—so that each stands out clearly from all of the others because of some special characteristic that breaks the monotony.

All of "E" Flight's instructors and I myself want to wish you the best of luck and the best of flying in those days ahead. We will always remember "E" Flight with pleasant recollections of smiles and a cheerful capacity to work eagerly in preparing for the important work to come.

W. H. GIBBS
Flight Commander,
"E" Flight

(Standing, Left to Right)

George O. Bluhm **Age 23**
Fairport, New York

James G. Charlton **Age 23**
Reading, Pa.

Emanuel P. Audino **Age 21**
Hackensack, New Jersey

(Sitting, Left to Right)

Robert Beuerlien **Age 23**
Mount Morris, New York

Mr. A. Lisk (Instructor)

Edward J. Angiel **Age 21**
Buffalo, New York

(Standing, Left to Right)

Leonard T. Coby **Age 22**
Cypress Hills, Long Island, N.Y.

Albert C. Allumbaugh **Age 26**
Porterville, California

(Sitting, Left to Right)

Martin W. Bowman **Age 25**
Sussex, New Jersey

Mr. K. L. Heap (Instructor)

Clarence E. Chapman **Age 23**
Tacoma, Washington

(Standing, Left to Right)

Samuel A. Archibald **Age 25**
Montclaire, New Jersey

L. T. Carr **Age 26**
New York City, N.Y.

Paul C. Brayton **Age 24**
Sheridan, Michigan

(Sitting, Left to Right)

Carlyle Abbott **Age 20**
Dayton, Ohio

Mr. F. E. Eisert (Instructor)

Jack O. Bowman **Age 25**
Nashville, Michigan

(Standing, Left to Right)

David C. Bishop **Age 18**
Minneapolis, Minnesotta

Charles N. Burnaford **Age 25**
Wilkes Barre, Pa.

David F. Clendennen **Age 20**
Los Angeles, California

(Sitting, Left to Right)

Norbert W. Chalwick **Age 18**
Berwyn, Illinois

Mr. H. M. Cooke (Instructor)

Ray F. Braddish **Age 24**
Potsdam, New York

(Standing, Left to Right)

Lt. Clayton N. Duvall **Age 21**
Olney, Texas

Laurance E. Anctil **Age 22**
Pittsfield, Maine

John H. Baumgartner **Age 26**
Lubbock, Texas

(Sitting, Left to Right)

Richard N. Campany **Age 22**
Adams, New York

Mr. J. S. Wilbur (Instructor)

Henry H. Budde **Age 22**
West New York, New Jersey

(Standing, Left to Right)

Charles A. Benheimer **Age 23**
Jamestown, Rhode Island

Melvin R. Bennett **Age 23**
Hoboken, New Jersey

(Sitting, Left to Right)

Laurence J. Brown **Age 23**
Pittsburgh, Pa.

Mr. W. C. Barton (Instructor)

Jack A. Cahill **Age 22**
Bolivar, New York

(Standing, Left to Right)

Manuel M. Biel **Age 22**
Messila, New Mexico

Robert W. Campbell **Age 25**
Corsicana, Texas

Charles W. Benton **Age 24**
Liberty, New York

(Sitting, Left to Right)

Salter S. Clark **Age 21**
Westfield, New Jersey

Mr. G. R. Thiele (Instructor)

Walter C. Byrd, Jr. **Age 24**
Dayton, Ohio

(Standing, Left to Right)

Alexander Cheropovich **Age 25**
Erie, Pa.

Ralph L. DePauw **Age 24**
Lubbock, Texas

James W. Carothers **Age 19**
Belton, Texas

(Sitting, Left to Right)

Gerald E. Blinco **Age 21**
Niagara Falls, New York

Mr. H. H. Roberts (Instructor)

Douglas S. Baldwin **Age 25**
Sidney, New York

(Standing, Left to Right)

Allen I. Bland **Age 23**
Waynesburg, Pa.

Richard T. Bennett **Age 21**
Westfield, New York

(Sitting, Left to Right)

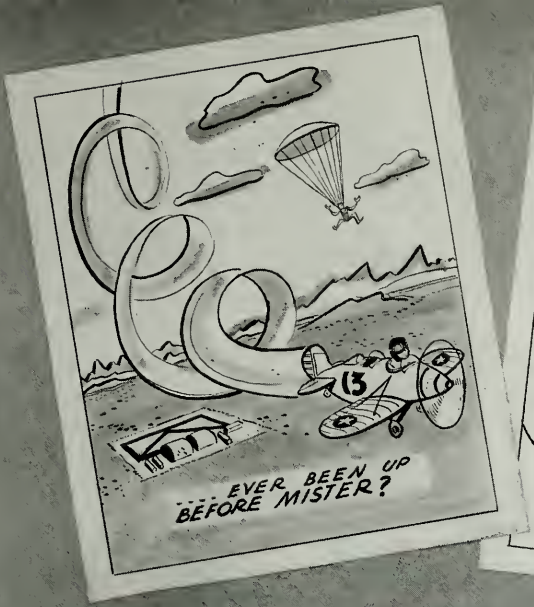
Laurance D. Butcher **Age 23**
Forrestville, New York

George H. Brice **Age 21**
Rochester, New York

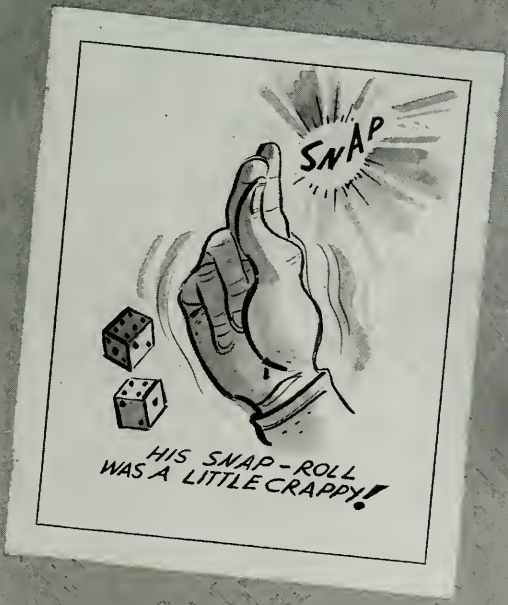
Keith M. Chambers **Age 23**
Olean, New York

MONTIE FURR *(Left)* E FLIGHT DISPATCHER AND *(Right)* WAYNE WEBB, DISPATCHER FOR F FLIGHT

A/C "E" BEAVER
PRIMARY SCHOOL WAS A TOUGH NUT TO CRACK, BUT CADET BEAVER BROKE HIS TEETH ON IT!
by
A/C GEORGE H. MEYERRIECKS
....HE DUMPED EVERYTHING. BUT HIS FLAPS
KEEP YOUR HEAD ON A SWIVEL MISTER!
HE NEVER FORGOT TO LOOK AROUND!


13
EVER BEEN UP BEFORE MISTER?

13
RIGHT RUDDER FEELS A BIT TENSE MISTER!


SNAP
HIS SNAP-ROLL WAS A LITTLE CRAPPY!

WAM
ZOOM
HE WASN'T NERVOUS JUST QUICK!

Some 4(3)F's

U.S. POST OFFICE
OLD TUCSON

F Flight

S. B. CRAFT

G. H. BENTER

Section Leaders

T. F. WILSON

Flight Commander

HAPPY LANDINGS, F-FLIGHT

• • • You have just completed your first eight weeks of flight training at this station. During your stay here, it may have seemed that we were operating under very adverse conditions, due to high winds and various holidays, which seriously impeded our time schedule. However, we have been able to make up lost time with the aid of your splendid cooperation. This class was the first, at this station, in which the cadets performed the duties of linemen. I was very pleased to see the enthusiasm and alertness shown on the flight line, which cut to a minimum the time spent on the ground. All this contributed to our ability to build up time to reach the schedule.

This cooperative spirit will be invaluable to you through the remainder of the course. In the future, you will find that all aerial tactics are based on teamwork and the day of the "lone wolf" in aerial warfare is past.

The entire instructor personnel of "F" Flight join me in wishing you continued success in your flying careers.

T. F. WILSON
Flight Commander,

(Standing, Left to Right)

Earl W. Culbertson — **Age 26**
Corvallis, Oregon

Lt. Richard B. Frankel — **Age 24**
Pittsburgh, Penn.

Edwin G. Forberg — **Age 24**
Richmond, Virginia

(Sitting, Left to Right)

William G. Doran — **Age 27**
Chicago, Illinois

Mr. C. P. Fortune (Instructor)

Cornelius M. Di Lauro — **Age 21**
Spencarport, N.Y.

(Standing, Left to Right)

Clifford R. DeWitt **Age 22**
Chicago, Illinois

Claude C. Davis **Age 22**
Hagan, Virginia

(Sitting, Left to Right)

Charles F. Converse, Jr. **Age 21**
West Rush, New York

Mr. E. L. Olson (Instructor)

Donald M. Lewis **Age 21**
Coalinga, California

(Standing, Left to Right)

Earl H. Curtis **Age 22**
Los Angeles, California

Sydney H. Friedman **Age 23**
New Brunswick, New Jersey

(Sitting, Left to Right)

Alvin G. Caudle
Odessa, Texas

Mr. J. N. Taylor (Instructor)

David C. Fritz **Age 26**
Cleveland, Ohio

(Standing, Left to Right)

Duncan M. Elliott **Age 22**
Paris, France

Oscar E. Bragg **Age 24**
Atlanta, Georgia

(Sitting, Left to Right)

Raymond M. Fouquet **Age 24**
San Diego, California

Mr. H. C. Kroll (Instructor)

Sherwood M. Gillette **Age 25**
Los Angeles, California

(Standing, Left to Right)

John F. Dunckel **Age 24**
Little Falls, New York

Frank L. Felchlin **Age 25**
South Orange, New Jersey

(Sitting, Left to Right)

Henry A. Gardner **Age 22**
Lakewood, New Jersey

Mr. R. P. Miller (Instructor)

Edwin M. Eversole **Age 27**
Hazard, Kentucky

(Standing, Left to Right)

Murray Drayer **Age 21**
Brooklyn, New York

John E. Cullen **Age 23**
Pawtacket, Rhode Island

(Sitting, Left to Right)

Lt. Chet H. Jameson, Jr. **Age 24**
Tulsa, Oklahoma

Mr. L. A. Diddy (Instructor)

Joseph A. Garland **Age 24**
Amboy, Illinois

(Standing, Left to Right)

George W. Downes **Age 25**
Wingate, Indiana

James J. Duffy **Age 22**
Woodside, L. I., New York

(Sitting, Left to Right)

William H. Donovan **Age 24**
Tyler, Texas

Mr. L. M. Krug (Instructor)

Richard A. Finlaw **Age 24**
Pomeroy, Ohio

(Standing, Left to Right)

George W. Frayne **Age 21**
Yonkers, New York

Glenn W. Durose **Age 24**
Minneapolis, Minnesota

Gerald A. Darrow **Age 22**
Oak Pork, Illinois

(Sitting, Left to Right)

Ralph J. Crane **Age 21**
Webster, New York

Mr. O. F. Shaw (Instructor)

Raymond K. Cruze **Age 26**
Wellington, Kansas

(Standing, Left to Right)

Dempsey D. Colley **Age 25**
New Orleans, Louisiana

A. D. Graveline **Age 24**
Spencer, Massachusetts

Winston Dorrell **Age 25**
Southbridge, Massachusetts

(Sitting, Left to Right)

William H. Crayton, Jr. **Age 22**
Towanda, Penn.

Mr. Van Loan (Instructor)

J. E. Davidson **Age 23**
Muskogee, Oklahoma

(Standing, Left to Right)

Robert L. Fisette **Age 23**
Athol, Massachusetts

Vern A. Franson **Age 24**
Baudette, Minnesota

Patrick W. Gallagher **Age 27**
Corbin, Kentucky

(Sitting, Left to Right)

Otice Gallman **Age 25**
Union, South Carolina

Mr. J. M. Dalby (Instructor)

Hassell O. Green **Age 20**
Booneville, Mississippi

Cadets march to flight line in strict military formation. This picture was specially posed.

Ryans fly themselves better than cadets can fly them. This one has succeeded in avoiding mountain peak.

SPEAKING OF PICTURES...

This Is Class 43-F At Ryan Field

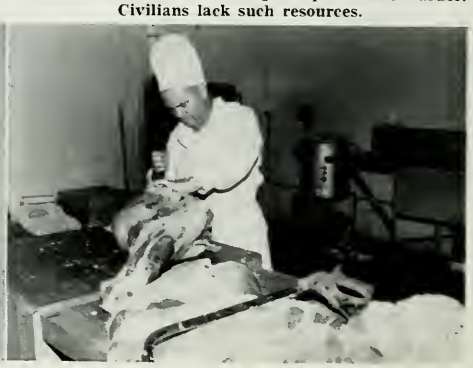
LIFE has never come to Ryan Field and now that '43 F has gone the place will be deader than ever. But if it had come we believe that it would have published pictures no worse than these and given no greater misimpression than we do here of what happens at a Primary School. Any resemblance between objects and individuals shown here and actual persons or things is the sheerest good luck on the part of the photographer.

Planes are washed down after day's usage. Cadets wash themselves.

Girl mechanics repair engine. Bent hairpins make fine substitute for ignition wiring.

Desert flora makes pin-ball game of forced landings. Cadets must not score below 2400.

Cattle killed in forced landings help fill cadet larder. Civilians lack such resources.



Pretty clerks spot Form 1 errors. Clerks own forms are faultless.

Despite popular belief, cadets are not supermen. Above is typical example.

Girls take hairpins back again.

Flapping of arms is important phase of flight training.

Cadets maintain top physical condition by healthful relaxation.

Planes are thoroughly overhauled each night. Special attention is given landing gears.

Hardy Ryans, lined in grey dawn, ruefully await arrival of cadets.

G Flight

K. R. Dixon
Flight Commander

K. E. Stone

T. C. Arnold

Section Leaders

TO THE MEN OF G-FLIGHT

• • • Now that the Primary phase of training has been mastered and you are waiting to move on to Basic, it is perhaps the best time in the world to sit down and take inventory of the past two months of training. All too often do we hear the words too little too late mentioned these days, and as a result we see what could have been a victory, turn into defeat mainly because of something we have overlooked, or considered unimportant in our climb up the ladder toward those Silver Wings.

Upon arriving at Basic you will be assigned that task and your success depends entirely upon you and how well the tools placed in your hands here at Primary are used. Each instructor and member of the supervisory staff take this opportunity of wishing each and every one of you many Happy Landings, and the very best of luck in accomplishing your assigned task.

K. R. Dixon
Flight Commander,

(Standing, Left to Right)

Karl P. Kenyon **Age 20**
Eau Claire, Wisconsin

Arthur R. Gresens **Age 20**
Rochester, N.Y.

Robert A. McMaster **Age 22**
Syracuse, N.Y.

(Sitting, Left to Right)

John W. Griffin **Age 21**
Corning, N.Y.

Mr. R. O. Ewart (Instructor)

Clement J. Kochczynski **Age 23**
Toledo, Ohio

(Standing, Left to Right)

John C. Moore **Age 23**
New York City, N.Y.

Lt. John J. Shepard, Jr. **Age 25**
Cedar Rapids, Iowa

(Sitting, Left to Right)

Michael Guy **Age 24**
Nesquehoning, Pa.

Mr. R. F. Kimble (Instructor)

Lt. James I. Miller, Jr. **Age 26**
Huntington, W. Virginia

(Standing, Left to Right)

Ernest F. Mollenburg **Age 22**
Bayside, L. I., New York

Richard D. Kizer **Age 21**
Milam, Tennessee

(Sitting, Left to Right)

Alan T. Mickel **Age 22**
Albany, New York

Mr. K. P. Bond (Instructor)

Matthew M. Maczka **Age 22**
Elizabeth, New Jersey

(Standing, Left to Right)

Peter A. Massare **Age 20**
Rochester, New York

Everett P. Musselman **Age 23**
Terre Haute, Indiana

(Sitting, Left to Right)

Herbert F. Macy **Age 23**
Fairhaven, Massachusetts

Mr. J. K. McQuade (Instructor)

John J. Monahan **Age 26**
Highland Falls, New York

(Standing, Left to Right)

Ralph M. Hover **Age 20**
Binghamton, New York

Charles C. Greer **Age 25**
Zanesville, Ohio

Robert A. Hense **Age 19**
Washington, D.C.

(Sitting, Left to Right)

Thomas H. Heidorf **Age 19**
Hudson Falls, New York

Mr. R. D. Green (Instructor)

Leland H. Hirsh **Age 22**
Pueblo, Colorado

(Standing, Left to Right)

Warren O. Griffin **Age 26**
Birmingham, Alabama

Robert L. McGowen **Age 26**
Monroe, Louisiana

Owen L. McDonough **Age 24**
Plainfield, New Jersey

(Sitting, Left to Right)

Russell F. Murphy **Age 23**
Parkersburg, West Virginia

Mr. R. P. Wilbur (Instructor)

Warren B. Hultman **Age 21**
Olean, New York

(Standing, Left to Right)

George W. Hutcheson **Age 24**
Red Level, Alabama

Jay B. McVey **Age 21**
Ephreta, Pa.

Wadsworth M. Minor **Age 22**
Navesink, New Jersey

(Sitting, Left to Right)

Lawrence A. Murchan **Age 26**
Jersey City, New Jersey

Mr. A. W. Cornwell (Instructor)

Arthur Munns, Jr. **Age 19**
Rochester, New York

(Standing, Left to Right)

Lester W. Kessel **Age 22**
Gettysburg, Pa.

Anderson F. Lane **Age 21**
Knoxville, Tennessee

John R. Green **Age 24**
Rochester, New York

(Sitting, Left to Right)

Richard E. Jones **Age 21**
Murray, Kentucky

Mr. J. W. Rountree (Instructor)

Harold Murray **Age 19**
Watkins Glen, New York

(Standing, Left to Right)

Carl R. Keller **Age 21**
Marion, Ohio

Tony A. Hulsey **Age 22**
Webb City, Missouri

William J. Malony **Age 26**
Brooklyn, New York

(Sitting, Left to Right)

Harmon Howard **Age 20**
Mobile, Alabama

Mr. M. Stigers (Instructor)

Ernest P. Guy **Age 22**
Jackson, Tennessee

DAVE BROWN, *G Flight Dispatcher*

"WHITEY" AND GIBBS, *Trouble-Shooters*

AL FREIDEN, *H Flight Dispatcher*

H Flight

S. L. BROWN

C. E. TAFT

Section Leaders

D. C. LINK
Flight Commander

TO H-FLIGHT

• • • I think it necessary, at this time, to thank the instructor staff for their coperation in giving their best to assist the Cadets in making them men of the greatest Army of today.
We hope and try with all our hearts, to give our best and train these men with all our ability to make them the most outstanding. I often wonder how many of the Cadets actually realize what an important part your instructor plays in this game of today?
In behalf of the instructors and assistant flight commanders, I take pleasure in wishing the Class of 43-F good luck, happy landing and sincere wishes in their future training.
Forward to Basic with our best wishes!

D. C. LINK
Flight Commander,
"H" Flight

(Standing, Left to Right)

John P. Schwefel **Age 27**
St. Paul, Minnesota

John A. Steel **Age 26**
Kalamazoo, Michigan

Frank C. Prendergast **Age 23**
Jamaica, New York

(Sitting, Left to Right)

James J. Werther **Age 24**
Rockville Centre, New York

Mr. James Barrett (Instructor)

William M. Palmer **Age 24**
Altanta, Georgia

(Standing, Left to Right)

Lt. Roger V. Wolcott **Age 24**
Cleveland Heights, Ohio

Glen E. Tanner **Age 21**
Paul, Idaho

Joe D. Nowell **Age 26**
Glendale, California

(Sitting, Left to Right)

1st Lt. Owen E. Wilkinson **Age 25**
Stockton, California

Mr. Homer M. Tully (Instructor)

Wendell R. Wheelock **Age 24**
Baltimore, Maryland

(Standing, Left to Right)

Edward H. Salisbury **Age 26**
South Orange, New Jersey

(Sitting, Left to Right)

Edward H. Salisbury **Age 26**
Astoria, L. I., New York

Malcom L. Scott **Age 23**

Mr. Keneth Kindopp (Instructor)

Bradley G. Slocum **Age 21**
East Orange, New Jersey

(Standing, Left to Right)

Henry N. Ulrich **Age 20**
West Berlin, Massachusetts

Phillip L. Snyder **Age 24**
Syracuse, New York

(Sitting, Left to Right)

William H. VanDagriff **Age 27**
Santa Monica, California

Mr. R. W. Leebrick (Instructor)

Francis H. Schultz **Age 26**
Bronx, New York City, N.Y.

(Standing, Left to Right)

John F. Reny **Age 23**
Biddeford, Maine

Harry E. Selby **Age 23**
Ocean City, Maryland

Edward P. Rice **Age 24**
Rensselair, New York

(Sitting, Left to Right)

Robert D. Wallace **Age 23**
New Hyde Park, New York

Mr. Paul Sanger (Instructor)

Anthony Rice **Age 25**
Hammonton, New Jersey

(Standing, Left to Right)

Elsworth J. Wales **Age 23**
Oak Harbor, Washington

Robert W. Smith **Age 23**
Englewood, New Jersey

(Sitting, Left to Right)

Richard F. Race **Age 21**
Rome, New York

Mr. George I. Noah (Instructor)

Philip A. Voorhees **Age 27**
Bay Head, New Jersey

Donald C. Spangler **Age 23**
Elizabeth, New Jersey

Mr. Stephen L. Brown (Instructor)

(Standing, Left to Right)

Frank J. Rowe, Jr. **Age 21**
Brooklyn, New York

Glen E. Thorpe **Age 21**
Romulus, New York

Stephen L. Shea **Age 19**
Springfield, Mass.

(Sitting, Left to Right)

Maurice D. Surratt **Age 19**
Bowling Green, Kentucky

Mr. Russell Whitesell (Instructor)

Frank R. Rheubottom **Age 21**
Greene, New York

(Standing, Left to Right)

Leonard H. Vancelette **Age 26**
Brooklyn, New York

Joseph A. Oswald **Age 20**
Ishpeming, Micigan

(Sitting, Left to Right)

Kendrick U. Reeves **Age 27**
Charleston, South Carolina

Mr. J. E. Piersall (Instructor)

Alex Staber **Age 23**
East Pittsburgh, Penn.

(Standing, Left to Right)

Charles H. Ingram **Age 22**
Hartsville, South Carolina

Frank V. Phillips **Age 22**
Montclair, New Jersey

(Sitting, Left to Right)

Robert A. Rosenburgh **Age 25**
Rome, New York

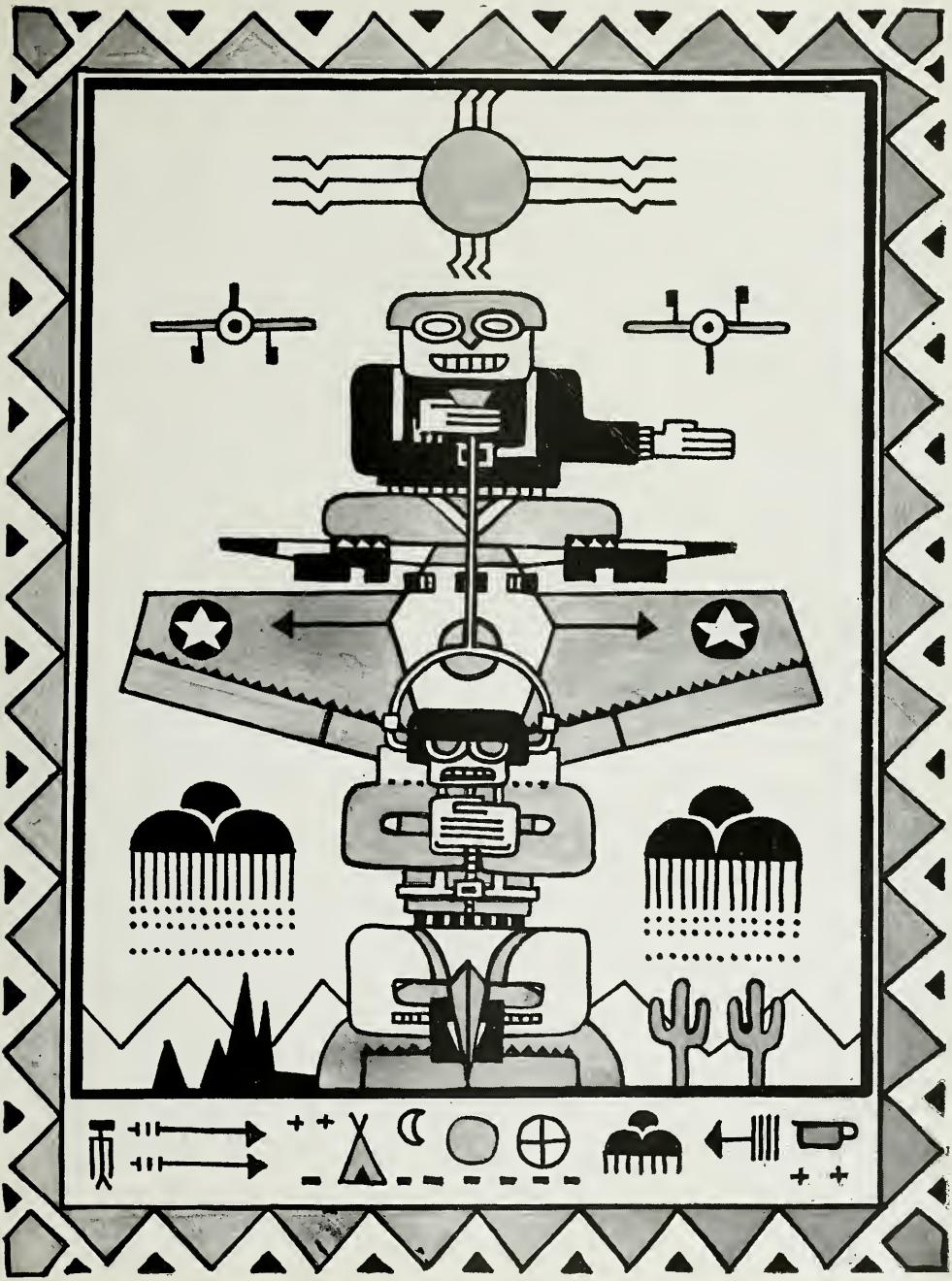
Mr. R. D. Beebe (Instructor)

Raymond E. Rogers **Age 21**
Clarksburg, West Virginia

(Not in Picture)

Charles D. Nachand, Jr. **Age 23**
Jeffersonville, Indianna

NEXT STEP — BASIC!



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'L13-F' TUCSON ARIZONA

Windsock
43-G
A/C G.H. MEYERRIECKS.

Published by the Aviation Cadets of
Class 43-G, 11th A.A.F.F.T.D.

RYAN FIELD
TUCSON, ARIZONA

MARCH - 1943

Supervisor
W. G. HOWSMON, JR.
2nd. Lt. Army Air Corps

Editor
E. J. SILKMAN

Assistant Editor
J. E. Redd

Art Editor
G. H. MEYERRICKS

Photography
G. B. ROGERS MEYER SHEAR
NORMAN B. ISOM

DEDICATION

• To those we hold dear—our mothers, our wives, and our sweethearts; to the girls we left behind, and to those for whom we are fighting . . .

• To the officers of Ryan who have earned respect, admiration, and gratitude for their successful efforts in keeping us on the ball . . .

• To the ground school and flight instructors, who, through their tireless efforts and attention to duty, have brought us to the Basic Stage of our training . . .

• And finally to the Class of 43-H, whom we feel confident will keep the name of Ryan flying high . . .

We, the Class of 43-G, respectfully dedicate this issue of:

"THE WINDSOCK"

DEAN D. CONRAD, CAPTAIN, AIR CORPS
Commanding Officer

TO THE MEN OF CLASS 43-G

In the future you men will be in charge of a squadron of your own. Due to the intensified program, you must get the utmost from your training.

Upon your graduation from Primary, you will go to Basic and Advanced schools where you will be expected to learn the basic fundamentals of training much more rapidly than in Primary. After your training is completed and you go into combat, you will fully appreciate the thoroughness of your instruction and will have a distinct advantage over the enemy.

You have a long, hard row to hoe. Good luck to you men!

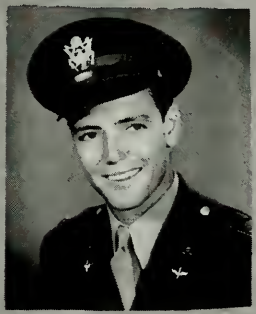
DEAN D. CONRAD
Captain, Air Corps,
Commanding

OFFICERS
OF THE STAFF

11th ARMY AIR FORCES
FLYING TRAINING DETCHMT
TUCSON.....ARIZONA

E·R BANE, 1st Lt, A.C.
EXECUTIVE OFFICER

L·E·WHITE, 1st LT, A.C.
DIR., FLYING SAFETY

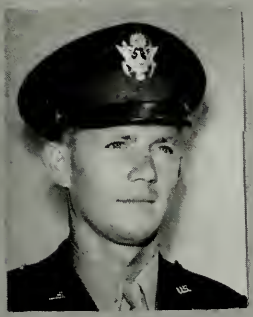


E·R·FRISBIE, 1st Lt, A.C.
POST OPERATIONS OFF'CR

J·F·WEAR, 1st Lt, A.C.
ADJUTANT

M·B·RAMSAY, 1st Lt, A.C.
DEPOT COMMANDER

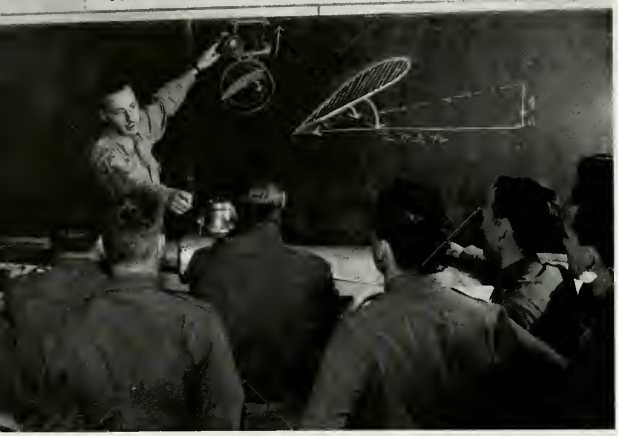
L·A·GARNER, 1st Lt, A.C.
DIR., FLYING TRNG.



A·R·HOLMAN, 2nd Lt, A.C.
ASST. DIR., FLYING TRNG.

E·F·SCARBERRY, 2nd Lt, A.C.
ASST DEPOT COMM'DR.

J·D·KELLER, 2nd Lt, A.C.
PERSONNEL OFFICER



THERE ARE NO RETAKES IN COMBAT

During the time in which a man is undergoing train-in in aviation it is taken for granted that he will make mistakes. For that matter, learning is sometimes defined as a process of trial and error, and this is quite true in learning to fly. It is essential that the instructor be able to see the mistake which a student is likely to make, or does make, in order that he may correct him, and then too, it is needful for a student to learn many things which he must *not* do, in many cases by allowing him to do them under circumstances where the instructor can make a correction before the indicated results becomes an actuality. Thus, for example, if a student is not certain, and there is a chance of his making a mistake in spin recovery, would he want to make a mistake while his instructor is in the plane with him? The question is absurd; of course he wants his mistake seen and corrected.

After student days are over, and the pilot is flying under regular operating conditions, and in combat, the situation is completely different. The case of the difficulty in the Aircraft Identification course where the student had difficulty in distinguishing between the P-51 Mustang, the Hawker Hurricane, and the Heinkel 113, but though he was fortunate not to have had his difficulty searched out in an examination, and thus did not have to do extra study on these planes to pass a retake examination, becomes different in combat when he meets a group of planes, and to him then, they are Mustangs, or Hurricanes, or Heinkels. This time he MUST act, and there will be no retake if he guesses wrong.

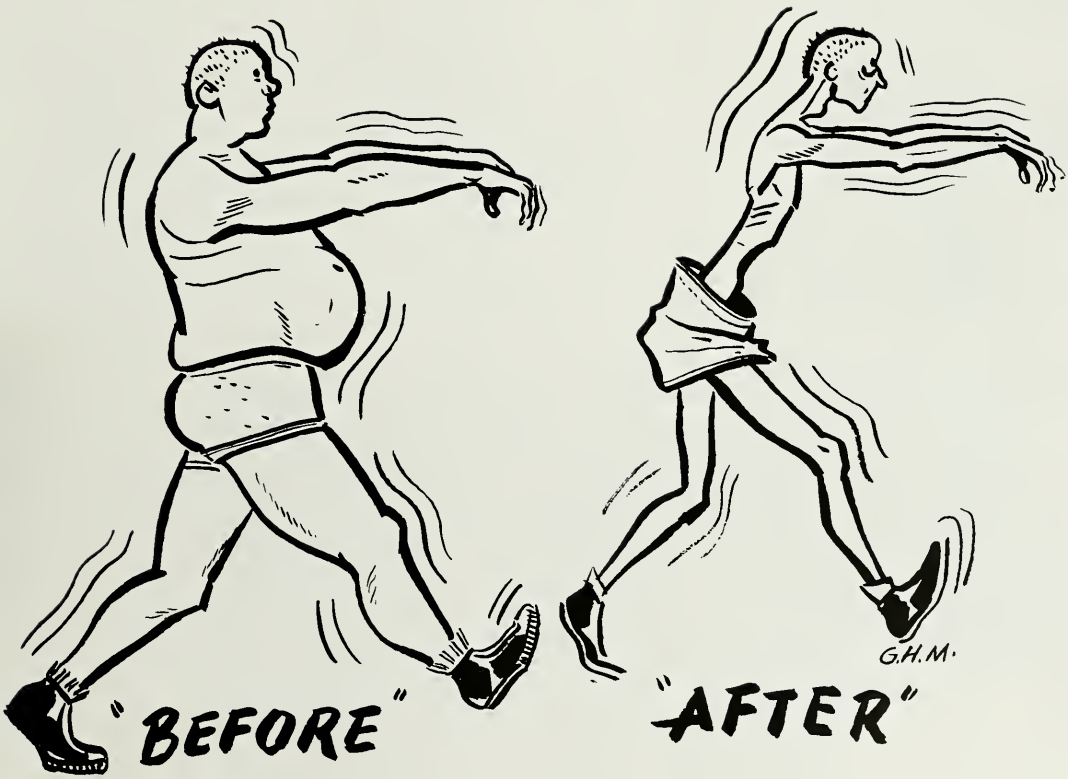
The same thing is true about his knowledge of all the other subjects of aviation which are taught in a classroom. Consider the time he is in flight and he meets a set of symptoms on his engine instruments on the panel. The diagnosis and the remedy must be right, and if they are not, there will be no retake. In the navigation problem on an important mission, the navigation was correct, or it was not, but again there is no retake. Above all else, remember the admonition upon which we harp: your knowledge of Engines, Aircraft Identification, Airplanes, Navigation, and Weather is just like your parachute; if you ever *need* it, and don't have it, you won't need it again.

STEWART W. MATSON
Director of Ground School

Back row, left to right: N. T. Horton, C. J. Therrien, C. Ulm, S. Dach, E. W. Pye.

Front row, left to right: J. B. Conway, S. W. Matson, Director; M. V. Willet.

OUTDOOR SPORTS



COMMANDANT OF CADETS

W. K. Dyson, 1st. Lt. A.C.
Commandant of Cadets

R. J. Wojciehowski, 2nd Lt., A.C.
Assistant Commandant of Cadets

TO YOU AVIATION CADETS OF CLASS 43-G

My heartiest congragulations. Sincere effort and concentration on your part and excellent instruction graduate you towards ultimate achievements. Your honest devotion to duty and responsibility and a higher sense of honor are products in part of the Ryan School of Aeronautics personnel and, I believe you will observe the welcome that Ryan Cadets receive at any future school you may attend.

Robert J. Kerlinger
Director of Flying

Pete Larson
Assistant Wing Commander

TO 43-G

And again a day of completion of primary training has rolled around, this time, for you that comprise Class 43-G. You are now ready and prepared for Basic, where the ability as a pilot which you now possess, will be improved and broadened in scope in heavier aircraft, with more horses in the nose.

You did your job in primary; you now know what it takes, so do that and more in Basic and the progress rate you establish will be ample reward for the job well-done.

Before saying goodbye and good luck, I would like to set forth a few miscellaneous lines that pertain to pilots and their capabilities and limitations. These lines are not new, but due to the good common horse-sense contained therein, they will never grow old:

- A poor decision made in time is better than no decision at all.
- There is no such thing as too much skill in flying.
- There is no alibi for running out of gas.
- Don't take a chance—extra altitude has never hurt anybody.
- The competent pilot will know the limitations of the particular aircraft he is flying—under *no* circumstances will he atrempt to force performance.
- Being playful with an airplane near the ground is like skating on thin ice.
- Don't change your mind in a forced landing. It's like being caught with your pants down—embarassing.
- Above all, *good judgment*, *alertness* and *common sense* are essential for your personal safety.

For the Flight Staff as a whole, and for myself, this opportunity is taken to wish you of Class 43-G the best of success, continuously.

R. J. Kerlinger
Wing Commander

MAJOR M. R. WILUCKI

LT. M. B. FLANIGAN

"YOUR FUTURE AND YOUR ENDEAVOR"

Gentlemen, you have concluded your first phase of flight training in a most successful manner. For this you are to be congratulated, however your future as a military pilot is merely beginning to unfold. What course you pursue and your ultimate goal will depend entirely upon your endeavor; the effort you exert to achieve your highest aim. Never set your "sights" on a goal of merely satisfactory—you must be excellent not alone as a pilot, but as an individual to become a true military pilot.

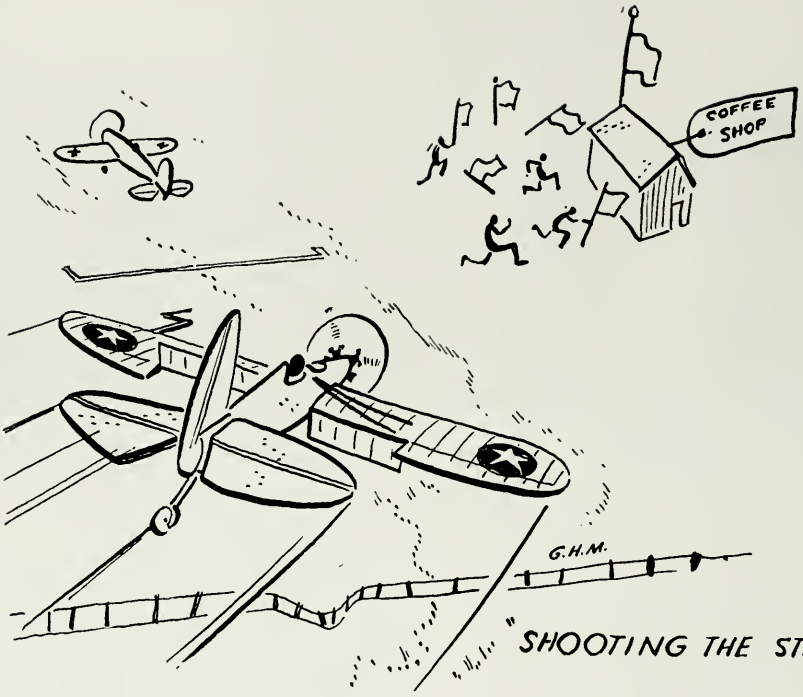
The effort you expend, your conscientious pursuit of your goal will determine whether or not you will become that military pilot. Your instructors and ground personnel will aid you and help mold your future, but in the final analysis is is upon your shoulders that this burden rests. If you are to achieve this, you must be willing, ambitious, and above all conscientious in all your endeavor. If you, at the close of day, in all honesty and sincerity know that you have done your best that day and every other day, you have fulfilled your every obligation, regardless of the events that may have transpired. No one, and above all your own conscience, will not blame you for any catastophic event in which you may have been concerned.

That is our "safety valve" for a normal psychological life as many unpleasant things will beset us during our journey through life. If we know that these unpleasantries were not due to our lack of endeavor at that particular time or because of lack of application preceding these events, we are not to be censored by either ourselves or others.

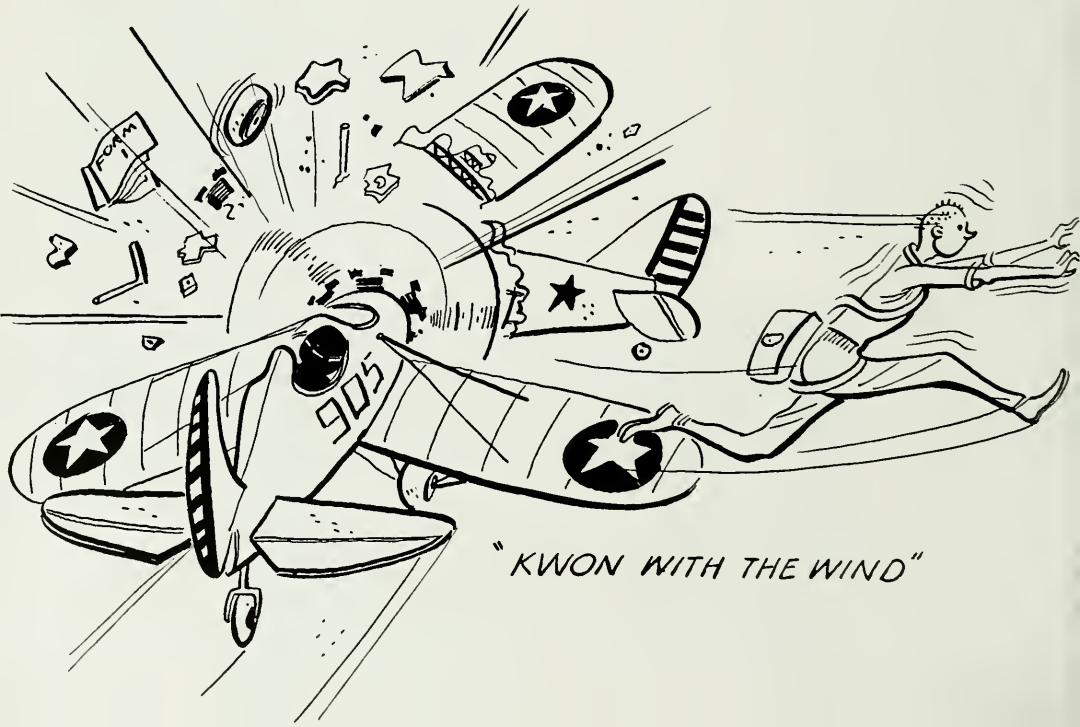
This self censorship must be avoided as it can lead to eventual psychological breakdown and the loss, not alone of a military pilot, but an individual, vital member of the greatest firm on earth, The United States of America.

MELVIN R. WILUCKI
Major, Medical Corps,
Flight Surgeon

TN 5TH FELDMAN CPL. SANDSTROM TN 5TH WOOLLEY



"SHOOTING THE STAGE"



"KWON WITH THE WIND"

REPAIRS AND MAINTENANCE

HARDLY enough can be said in appreciation for the efforts of the crews of men and women who are doing their bit in making our flight training here at Ryan Field safe.

As we fly high, there is a feeling of being secure and a great faith in the trim little ships that have taken us through our training.

These little Ryan's have taken a countless number of knocks and staggering blows, they shuddered a little but they stood up, ready to go again. But all this adds up to one thing. If it weren't for the dependable maintenance crews who keep the ships on the flight line, ready to fly, we would have hardly known the joys of flying in safety. So to the maintenance crews, Thanks . . . Thanks a Million.

DISPATCHERS

GUY CURRIER ARDEN ROBERTSON BOB MONTAGUE R. JAMES HALL

JAMES TATE, *Flight Commander*
S. L. BROWN, *Stage Commander*
CLAYTON J. GIBSON, *Stage Commander*

A Flight

CLASS OF 43-G

Having completed your primary stage of training, you have passed the first test and evidenced that you possess the qualities required to attain the stardards of proficiencies necessary to enable you to take your place with the men now engaged in protecting the skyways of freedom. However, it is very essential that you remain constantly aware that you have only completed the foundation of your flying career.

As you progress through Basic and Advance your success will depend upon your initiative, analysis, and determination to learn. The successful pilot in combat is the one who is more alert, who knows his plane, and his job better than his opponent. During your training course, you are exposed to the fundamental requirements necessary to equip yourselves with the knowledge and basic requirements necessary to establish this fact without a doubt in the minds of your adversary.

The time for action is at hand. The time for serious thinking and determination is now. We are engaged in a very serious business which will insure not only our freedom, but assure us of time to relax and enjoy ourselves later. If you waste time now you are sabotaging the war effort and failing yourself and your country. You are the dictator of your own future. Will you be a success? Will you be a credit to your country and to those who have given there lives before you? You alone can answer these questions, not by words, but by actions. Do it NOW!

JAMES TATE
A-Flight Commander

Robert G. Winner (Instructor)

Christian A. Bares Freeport, Illinois	**Age 26**
Stoney R. Clarke Pikeville, Kentucky	**Age 27**
Guy M. Carter Jacksonville, Florida	**Age 22**

J. F. Fisher (Instructor)

Robert C. Andrus **Age 27**
Aberdeen, South Dakota

William F. Dallmeyer **Age 27**
Jefferson City, Missouri

Wm. R. Chitwood, Jr. **Age 22**
Tyler, Texas

Frank S. Cohen **Age 26**
Boston, Massachusetts

Dwight L. Baker **Age 22**
Caledonia, Missouri

Jacob I. Sather (Instructor)

Thomas J. Corkin **Age 23**
Oroville, California

Otice Gallman **Age 25**
Union, South Carolina

Stephen J. Callaway **Age 22**
Mt. Calm, Texas

George A. Houdek (Instructor)

James G. Busby **Age 27**
Chicago, Illinois

Robert L. Costello **Age 26**
New York City, New York

Roy Q. Davidson **Age 24**
Bloomfield, New Jersey

Kenneth H. Jonns (Instructor)

John C. Burnham **Age 23**
Alhambra, California

Charles E. Blagburn **Age 25**
Tuscaloosa, Alabama

William H. Counts **Age 22**
North iLttle Rock, Arkansas

Dallmeyer

Homer S. Hoyt (Instructor)

George C. Daeschner **Age 23**
Dondge City, Kansas

Peter Chubin **Age 23**
Yonkers, New York

Billy J. oCnnelly **Age 24**
Ballinger, Texas

France H. Rogers (Instructor

Robert C. Davis **Age 24**
Dayton, Ohio

John W. Bevan **Age 22**
New Castle, Pennsylvania

Lloyd G. Brown **Age 24**
St. Louis, Missouri

Jean H. Arnold **Age 23**
Los Angeles, California

Frank Giordano (Instructor)

Gordon D. Baker **Age 25**
Owego, New York

Frank Cooper **Age 27**
Cedar Rapids, Iowa

Luigi E. Casagrande **Age 21**
San Mateo, California

John P. Burke **Age 23**
San Francisco, California

Robert R. Cummins (Instructor)

Virgil A. Bornton **Age 23**
Arlington, Iowa

Richard C. Colburn **Age 25**
Council Bluffs, Iowa

Raymond F. Carrie **Age 22**

James E. Andrews **Age 20**
Ann Arbor, Michigan

Wm. G. Hutson, Jr. (Instructor)

John C. Clausing **Age 26**
Yakima, Washington

Dale D. Desperit **Age 24**
Panama, Oklahoma

Harry Davis **Age 22**
Philadelphia, Pennsylvania

Irvin S. Christener **Age 22**
Hontinedon, Pennsylvania

MALCOLM L. LONGANECKER, *Flight Commander*
JAMES F. RITTER, *Stage Commander*
R. F. TAYLOR, *Stage Commander*

B Flight

TOMORROW IS A GRIM DAY

How about sitting down with yourself tonight, gentlemen, and talking seriously a few minutes about the grim business of winning this war?

In a few months, after you've earned those wings, you'll probably be going overseas. It's beginning to look like a war that may last for some time. And no matter how long it does last, we the Allies, will probably be policing the world for a long time afterward.

That's not a happy picture. It means it will be a long time before you see friends, family, and home. The fate of the world hinges upon the result of your work—the fate of the friends, families, and homes of all the world.

You are undergoing and will continue to undergo a strenuous training program. Of necessity, it will be a period packed with arduous and, in many cases, disagreeable tasks. But when you get those wings, you will be a trained, efficient combat pilot—not just as the enemy, but better than the best he has to offer.

But ask yourself, Gentlemen:

Are you endeavoring to the best of your capabilities to make yourself the kind of pilot the army air forces needs? And after you go on to basic and advanced—will you continue to do so? Are you acquiring the basic knowledge in your training that will make you a more efficient student as you continue through the pilot training program?

Look squarely at yourself and take inventory.

MALCOLM L. LONGANECKER
Flight Commander, B-Flight

Leo I. Broadhead (Instructor)

Donald F. Glover — **Age 23**
Detroit, Michigan

Jack Goeringer — **Age 21**
Fresno, California

Howard L. Dempsey — **Age 27**
New York City, New York

G. W. Froyne

Francis R. Chalmers, Jr. (Instructor)

Charles C. Gifford **Age 24**
Randolph, New York

Wendal J. Fogarty **Age 22**
Chicago, Illinois

Walter Duma **Age 23**
Cleveland, Ohio

Lt. Krise

Lloyd S. Coleman (Instructor)

John F. Grede **Age 25**
Chicago, Illinois

Coleman L. Estes **Age 24**
Orango, California

John J. Dzikoski **Age 24**
Stevens Point, Wisconsin

Selby A. Dotters **Age 24**
Harward, California

J. Goeringer **Age 21**
Fresno, California

Carlos H. Harvey (Instructor)

James J. Gagler **Age 24**
Millville, Penn.

Merton A. Heller **Age 26**
Denver, Colorado

Charles W. Fick **Age 23**
San Fernando, California

Gorman

Harley W. LaMay (Instructor)

Chester L. Hill **Age 24**
Hollywood, California

Fredric H. Hicks **Age 20**
Kingston, Pennsylvania

Eugene F. Fowler **Age 22**
Greenville, South Carolina

A. Everhardt **Age 22**
Scotsbluff, Nebraska

Adolph K. Moritz (Instructor)

Junior A. Hjorth **Age 27**
San Francisco, California

Van C. Haynes **Age 20**
Clyde, North Carolina

Tom G. Foster **Age 19**
Baltimore, Maryland

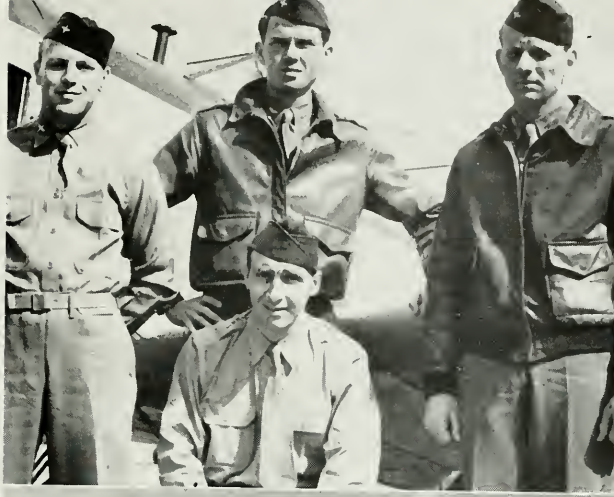
Louis E. Stutter (Instructor)

Ambrose Desiano **Age 23**
Brooklyn, New York

Harold R. Fossum **Age 21**
Glendale, California

Roy E. Hodges **Age 22**
San Diego, California

Leslie C. Hayden **Age 25**
Huntington, New York



E. A. Neeck (Instructor)

Arthur L. Griffin **Age 24**
Birmingham, Alabama

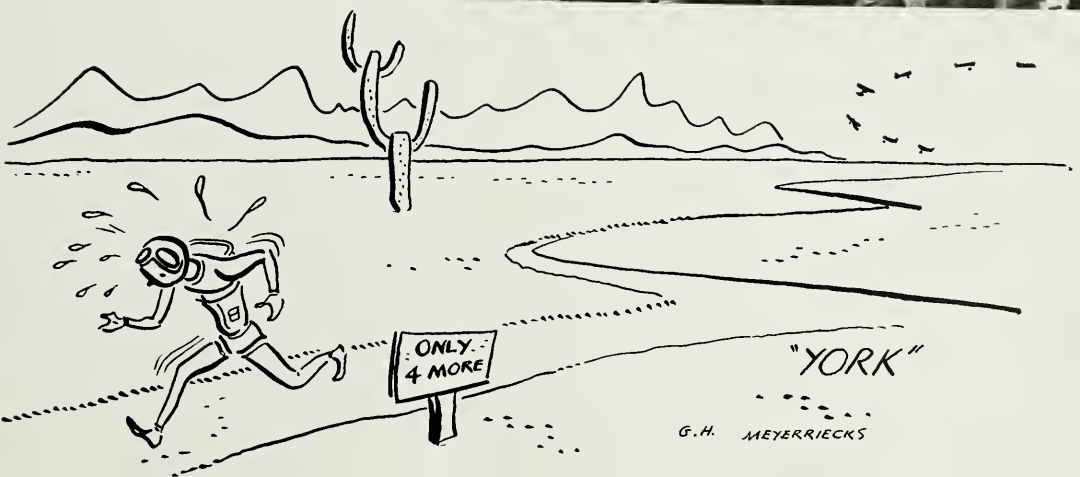
Hubert H. Ditto **Age 26**
Louisville, Kentucky

Omar A. Walker (Instructor)

George M. Gearhardt **Age 21**
Columbus, Ohio

E. L. Fuller **Age 24**
Huntington Park, California

Anrew J. Ford **Age 24**
Dietrich, Idaho



ODDS AND ENDS

ARMY SANG — 1943 STYLE

Armored cow—canned milk.

Battery acid—coffee.

Blind flying—a date with a girl you've never seen.

Bunk flying—talking aviation in the barracks.

Dog show—foot inspection.

Chinese landing—one wing low.

Homing device—a furlough.

Roll up your flaps—stop talking.

Refugees—newly arrived selectees.

Shot down in flames—jilted by a girl friend.

Sugar report—a letter from the girl friend.

Serum—intoxicating beverages.

Side arms—cream and sugar.

"RUDDER EXERCISE"

LOVE

The wonderful love of a beautiful maid.
The love of a staunch, true man—
The love of a baby—unafraid,
Have existed since time began;
But the greatest of loves, the love of loves,
Even greater than that of a mother,
Is the tender, passionate, infinite love
Of one drunken bum for another.

LAFFS

The rhumba is where the front of you goes along nice and smooth, like a Cadillac, and the back of you like a jeep.

• • •

Mr. Johnson: "What did you say?"
Student: "I don't know. I wasn't listening."

• • •

Real estate agent: "Would you like to see a model home?"
Prospective buyer: "Glad to, what time does she quit work?"

CLARENCE L. PRESCOTT, *Flight Commander*
V. B. KRUG, *Stage Commander*
KARSNER, *Stage Commander*

C Flight

CLASS 43-G

Gentlemen, now that congratulations are in order let us first take a moment to look back at your training period here. In a few short weeks, those of you who had no previous flying experience, have passed through the transition from non-flyer to flyer. To do this in the short time that is allowed a student must have determination, interest and enthusiasm, and be willing to cooperate with his instructors and help get the job done. You men have qualified in this respect and by so doing you have successfully cleared one of the most difficult hurdles in your flight training.

There was a time when some of you doubted your ability to learn to fly, and some of you have been discouraged after an excepttionally bad day. If you will look back now you will realize that your trouble was caused by one of two things: first, failure to follow proceedures or, second retrogression. So fellows as you leave us and go on to basic, resolve *now* that you will guard against errors that come under these headings, by quickly and thoroughly learning proceedures, and by giving your instructor your undivided attention and retaining the things he teaches you.

There are two other all important factors relating to your future success and to the success of our country. They are: first, that you be constantly alert while flying and second, that no time shall be wasted, use every minute to improve your proficiency.

Thank you and best wishes to you.

CLARENCE L. PRESCOTT
C-Flight Commander

Ivan L. Anderson (Instructor)

James L. Paradis Bath, Maine	**Age 23**
John W. McAdam Alameda, California	**Age 27**
George H. Mererriecks New York City, N.Y.	**Age 21**
Verdon W. Munroe Rhinebeck, New York	**Age 26**

Andrew C. Christensen (Instructor)

Theodore S. Kozak — **Age 24**
Argo, Illinois

Walter P. Humbard — **Age 23**
Richmond, Virginia

Michael W. Keleman — **Age 25**
Mishawaka, Indiana

W. P. McBroom (Warrant Officer) — **Age 25**
Atlanta, Georgia

Clarence L. Brower (Instructor)

Robert H. Michalis — **Age 21**
Hollywood, California

J. T. Nelson — **Age 21**
Melba, Idaho

Curtis C. Mosier — **Age 23**
Ogdenburg, New York

Norman B. Ison — **Age 23**
Mesa, Arizona

Nelson B. Condell (Instructor)

George D. McElroy — **Age 22**
Raton, New Mexico

L. A. Huston — **Age 23**
Los Angeles, California

Joseph L. Kwon — **Age 22**
Honolulu, Hawaiia

Edward H. D'Atri (Instructor)

Alexander H. Millikin **Age 25**
Honolulu, Hawaiia

Albert R. Panyko **Age 26**
Passaic, New Jersey

Wallace M. Holm **Age 26**
Kimball, Nebraska

Joe L. Newsom **Age 27**
Temple, Texas

George R. Mitchiner **Age 22**
Monroe, Louisiana

Gabriel A. Donnadieu (Instructor)

Joseph M. Nelson **Age 26**
Sunnyside, Washington

George W. Morse **Age 23**
Canaan, New Hampshire

William R. O'Neal **Age 23**
Middlesex, North Carolina

Kenneth O. Monge **Age 27**
Cottonwood, Minnesota

Chauncey J. Kershaw **Age 21**
Bountiful, Utah

Meyer Shear **Age 26**
Detroit, Michigan

Palen J. Hudgin (Instructor)

Robert S. Knapek **Age 22**
Tarentum, Pennsylvania

John S. Lindley **Age 22**
Oakland, California

N. S. Hooven **Age 22**
Youngsville, Pennsylvania

Robert H. Nicholls **Age 23**
Great Neck, Long Island, N.Y.

Jack R. Rutherford (Instructor)

Joe C. Jenkins — **Age 24**
Wyoming, Delaware

Thomas Kirpatrick — **Age 21**
Tucson, Arizona

Bill J. May — **Age 21**
Mermedes, Texas

Arnold E. Nelson — **Age 27**
Des Moines, Iowa

H. Q. Stokes (Instructor)

Robert E. Mattusch — **Age 27**
Campbell, California

John B. Nelson — **Age 26**
Richmond, Virginia

Robert W. York — **Age 23**
Chicago, Illinois

Henry W. Myers — **Age 22**
Baltimore, Maryland

Joy M. West (Instructor)

James E. Nuhn — **Age 21**
Colorado City, Texas

George M. Keller — **Age 25**
Bronx, New York

George E. Mackin — **Age 23**
Oakland, California

Wm. J. Phillips, Jr. — **Age 25**
Flint, Michigan

Robert W. Martin — **Age 22**
Portland, Oregon

BRAIN TEASERS

1. What is the latest all-wood bodied airplane?
2. Who is Major Gen. Walter R. Weaver?
3. Name two late Jap planes set up as targets for our flyers in the South Pacific?
4. What is the most famous American-bulit plane of the past decade?
5. Name five instruments you might find on the dash of your favorite plane.
6. What plane has recently reached a speed of 725 miles per hour while in a test power-dive?
7. Which is the larger—a Hurrican, a Spitfire of a Messerschmit?

Answers on Page 29

A Day on the Flight Line

JOHN K. FUNK, *Flight Commander*
SHERMAN V. JOHNSON, *Stage Commander*
GEORGE F. DEMARTINI, *Stage Commander*

D Flight

TO THE MEMBERS OF CLASS 43-G

The day of your graduation grows ever closer, and within a few short days, you will advance to the Basic Stage of your training. We will look forward to your progress as you advance to the next phase of your flight training, and the advancement you make will be closely watched with pride by those of us who have had the privilege of working with you through your Primary Course.

You have done your job well here at primary and if our efforts to equip you with a sound fundamental knowledge of the primary phase of flying proves to be of value to you in your future advancements, we will have been amply rewarded.

I wish to take this opportunity to wish you of Class 43-G the best of success in your quest for those implements of knowledge that in the end, will make you a finished pilot.

JOHN K. FUNK
Flight Commander

Edwin D. Ballard (Instructor)

W. J. Smith **Age 24**
Wellsboro, Pennsylvania

Harry E. Sturdevant, Jr. **Age 26**
Livingston Manor, New York

William E. Williams, Jr. **Age 26**
Honolulu, Hawaiia

George B. Rogers **Age 23**
Halifax, North Carolina

Fred A. Russell **Age 26**
Wailuku Maui, Hawaiia

Howard S. Beamish (Instructor)

Ruffin G. Truxillo **Age 26**
New Orleans, Louisiana

Samuel A. Rhyne, Jr. **Age 23**
Statesville, North Carolina

Leon E. VanBrunt **Age 20**
Red Bank, New Jerseq

W. G. Thomson **Age 20**
New York City, N.Y.

William F. Reinhold **Age 25**
Lawrence, Massachusetts

Robert W. Darling (Instructor)

Albert Poznik **Age 23**
Neodesha, Kansas

Arnold J. Reardon **Age 24**
Chicago, Illinois

Eugene W. Stephenson **Age 23**
New York City, N.Y.

Richard C. VanHorn **Age 22**
Ft. Worth, Texas

Paul R. Tierney **Age 25**
New Haven, Connecticut

Patrick P. Dowling (Instructor)

Robert E. Reddish **Age 24**
Toledo, Ohio

Robert P. Walsh **Age 26**
Sioux City, Iowa

Curtis P. Vester, Jr. **Age 22**
Paris, Tennesee

Robert N. Yost **Age 24**
Mannington, West Virginia

James L. Thornburg **Age 23**
Cleveland, Ohio

George N. Norris (Instructor)

Robert R. Slie **Age 24**
Wallingford, Connecticut

Raymond F. Stine **Age 26**
Noble, Illinois

Ralph J. Schrader **Age 21**
Clermond, Iowa

E. J. Silkman **Age 24**
Manchester, New Hampshire

Lt. William H. Stanberry **Age 27**
Etowah, Tennesee

Dick J. H. Macy (Instructor)

Don B. Thompson **Age 25**
SanDiego, California

Harry H. Spear **Age 20**
Berkeley, California

Donald S. Weightman **Age 24**
Springfield, Pennsylvania

Warren W. Thrun **Age 21**
Columbus, Nebraska

F. J. Tice **Age 25**
Baldwin Park, California

Volney D. Matheny (Instructor)

Clyde E. Williams **Age 23**
Ogden, Utah

Sammie TruLuck **Age 24**
Jacksonville, Florida

Phillips D. Terry **Age 25**
Tucson, Arizona

John F. Schnee **Age 23**
Cuyahoga Falls, Ohio

Lewis W. Trusell **Age 22**
Escondido, California

Robert F. Sheppard (Instructor)

William H. Wigmore **Age 23**
Berkeley, California

Edwin E. Wallace **Age 27**
Seattle, Washington

Arthur R. Squires **Age 27**
Springfield, Illinois

Louie D. Stewart **Age 20**
Hot Springs, Arkansas

Newton B. Ross **Age 22**
Hackensack, New Jersey

Robert M. Vilas (Instructor)

Peter E. Spaletta **Age 27**
Le Moore, California

James W. Purvis **Age 22**
Pine Bluffs, Arkansas

J. W. Ulmer **Age 22**
Caruthersville, Missouri

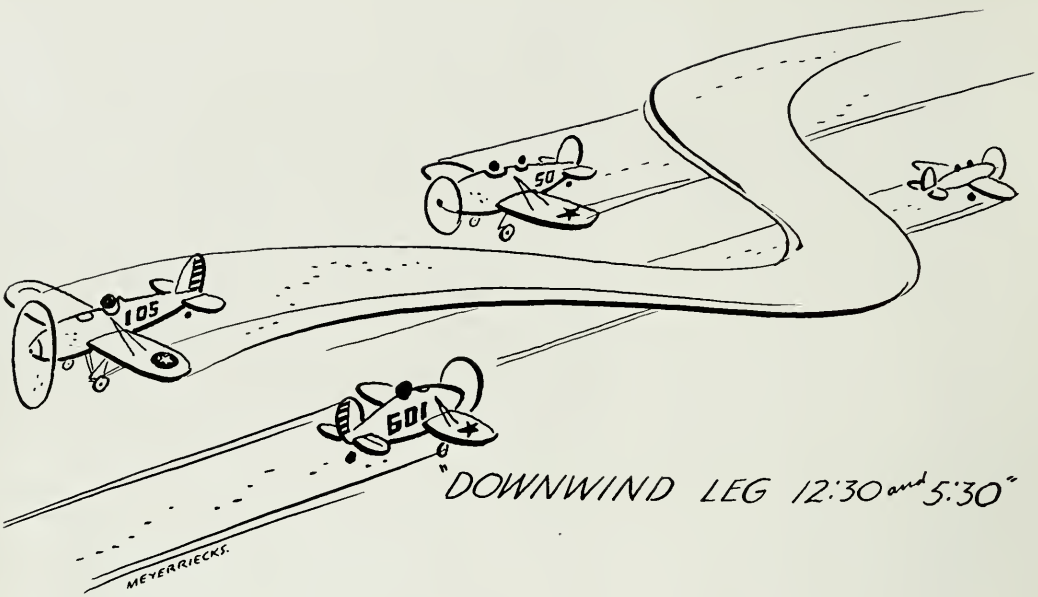
Lawrence J. Ryan **Afe 23**
Toledo, Ohio

Thomas E. Winslett **Age 25**
Birmingham, Alabama

Beginning of 30 hour check. We know how you fell bub!

ANSWERS TO BRAIN TEASERS

1. Ryan PT-25. The plane is built of plastic-banded plywood. About 2 per cent of the total weight of the plane is aluminum or other strategic materials.
2. Major Gen. Weaver is the commanding general of the Technical Training Command. He's the man who is responsible for getting us fellows into the air with the knowledge of how to handle our various fighting planes.
3. The AT-27 and the Suzukaze 20.
4. Waco.
5. Any five of the following: Air speed indicator; sensitive altimeter; direction indicator; manifold press. gauge, tachometer, oil temp. gauge, fuel press. gauge, oil pressure gauge, these are among the most common.
6. Around the middle of November, two Thunderbolt P-47's reached the high speed.
7. The Hurricane; it has a span of 40 feet, length 31 feet. The Spitfire is larger than the Messerschmit, with a length of 29 feet, 11 inches long and a span of 36 feet, 10 inches. The German plane is 27 feet long and has a wing span of 35 feet.



SOLDIER GOES ON PASS TO ASK CIVILIANS SASSY QUESTIONS

There was a purposeful glint in the eye of Oliver O'Brien, private first class as he left camp for a week-end pass. It was the glint of a man who has appointed himself a one-man task force.

Oliver got to Times Square a half-hour later and dropped into a bistro to refresh himself with a glass of beer. Pretty soon a civilian standing nearby said, "Hiya, soldier, Nice day."

"Yup," Oliver admitted that it was.

"What outfit you . . ." the civilian began.

"Where you from?" interrupted Oliver.

"Me? Oh, I'm from Bridgeport. What outfit . . ."

"What are you doing down here?" pursued Oliver, briskly.

"Oh, came down on a little business," said Bridgeport, and now there was a faint note of surprise in his voice.

"What was the nature of the business?" asked Oliver.

"Well, I don't mind telling you, soldier. I came down to see my wife's lawyer about some property she owns."

"Ah, you're married."

"Oh, sure, what outfit did you say you . . ."

"Do you like your wife?"

"Hunh?" Bridgeport looked a bit rattled.

"Ah, I see. Got another woman, eh, you rascal!"

"Hey, listen here, soldier . . ."

"Aw, now, don't apologize to me, pal. I know how it is. I been around. Got any children?"

"Certainly, I've got children. Four."

"Legitimate or illegitimate?"

"Say, you listen to me, you young . . ."

"Okay, brother. Don't answer if it will incriminate or degrade you. By the way, what was it you started to ask me a while back?"

"I just wanted to know what outfit you're . . ."

"Oh, pardon me just a second, may I ask what that funny looking thing on your watch chain means?"

"That's my lodge charm. I don't see anything funny about it. Well, I better mosey along."

"Hold on a minute, friend. That scare on your chin. What's that from?"

"I'm sorry, I must be going."

"Where are you going.'

"Home, damn it, you inquisitive . . ."

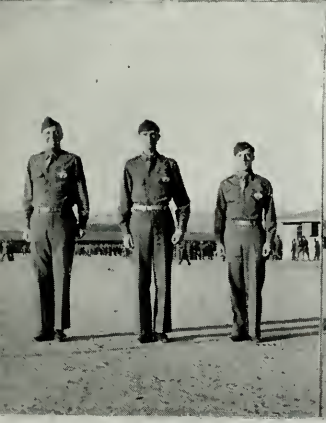
"What are you going to do when you get home? Where did you get the necktie? What does the red stripe in the hatband mean? Have you stopped beating your wife? Ever been convicted of a felony . . . ?"

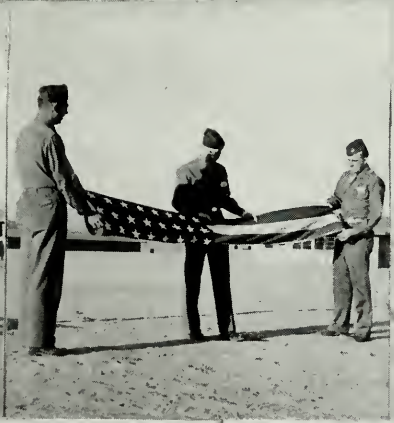
"Why, I've never been so insulted in my life! Young man, what do you mean by asking a perfect stranger such impertinent questions?"

"Well, I tell you, mister," said Oliver O'Brien, private first class. "It's like this. I been in this man's army now going on a year and a half and every time I go on pass it semes like every other civilian I run into thinks he has a right as a taxpayer to ask me the goldarndest questions about by personal affairs and private life.

"I get asked first what unit I belong to, although any civilian that can read a newspaper ought to know by now that a soldier isn't supposed to give out information like that. Then I get asked where I come from, what I did before I joined the army, what I do in the army, what my unit does, where it's going after we leave here, what my hash marks mean, and what my sex life is. I just thought I'd come to town today and ask a civilian a few sassy questions. Thanks, buddy, good-bye."

When Day Is Done!





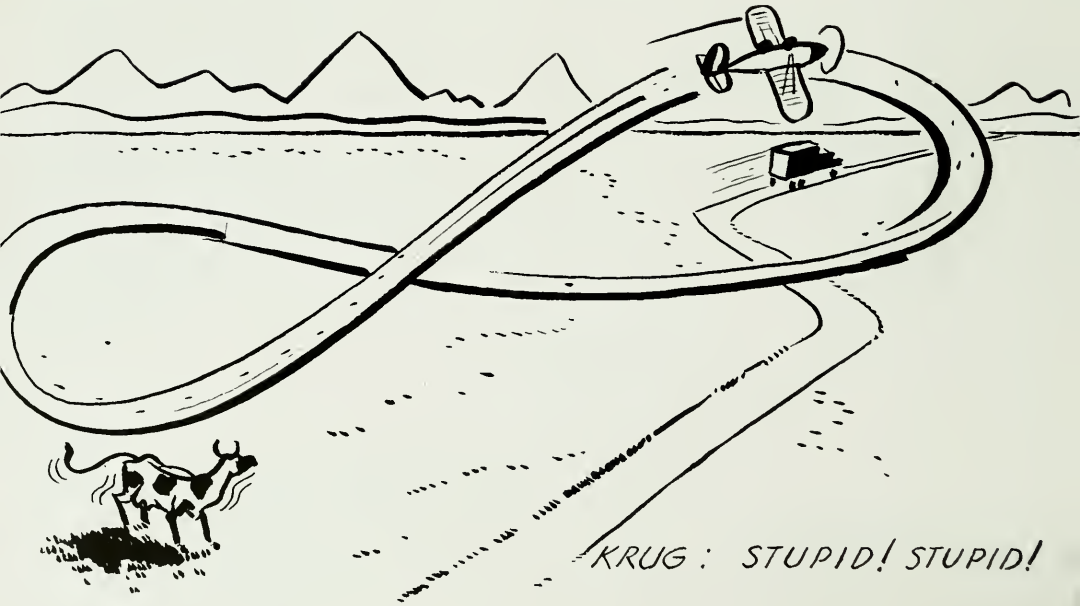
Our Appreciation

These past few weeks have been of awe and wonderment. Yes, even uncertainty. We came here with a faint idea of what Primary was all about. We were a group of men from almost every branch of the service; from the infantry, the artillery, from the armed forces and the Air Corps. Men came from almost every walk of life with but one purpose in mind—to fly, to fight for the things we cherish; our homes, our families, and our heritage as a free people.

But let us pause for a moment. Who was it that gave us our start; who helped us over the rough spot; who stood by us when we were discouraged and ready to call it quits—our Instructors. That group of men, who's faith in us to carry on the traditions of Ryan School of Aeronautics shall be rewarded by our deeds in the battlefields of the skies —over Tokyo, Berlin, and wherever we may be needed.

We, the Class of 43-G, offer our sincere thanks and gratitude for giving us our start—to you—our Superior Officers and Instructors.

—The Editor.



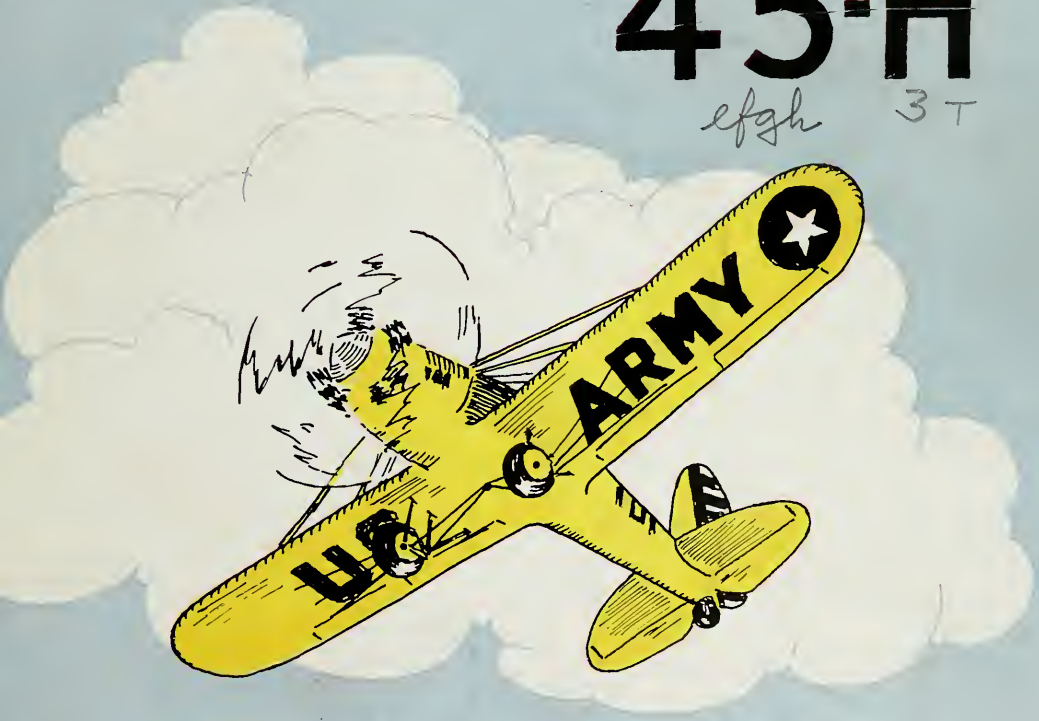
"OFF TO BASIC"

U.S.
53 105
AVN/C G.H MERERRIECKS.

WINDSOCK

43-H

efgh 3T



RYAN

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Supervisor
LT. WM. G. HOWSMON, JR.
2nd. Lt. Army Air Corps

Editor
J. W. DUSTIN

Associate Editors
R. W. EMERY
A. C. FRITOG

Cartoons and Cover
R. W. EMERY
D. C. AIKIN

IN MEMORIAM

Earle P. Kaweck

A NEW STAR HAS BEEN ADDED TO THE CONSTELATION OF FLYERS WHO NEVER RETURN. THE GOD OF PILOTS HAS CALLED ANOTHER HOME. ¶NOW THE INDIGO FILLED SKY OF NIGHT HOLDS NO DANGER, FOR IN HIS FLIGHT, THE WAY HOME WILL NEVER BE LOST.

TO EARL P. KAWECK OUR FRIEND AND FELLOW CLASSMATE AT RYAN FIELD WE RESPECTFULLY DEDICATE THIS ISSUE OF THE WINDSOCK.

TO CLASS 43-H:

YOU HAVE advanced far enough along in your flying training that you should be aware of the fact that you are in command of an airplane when you are solo, and your sense of responsibility should develop along with your technique and judgment. When solo, you are on your honor and should not do anything to jeopardize your career by violating this trust.

You men have made an excellent record at this detachment. The officers and personnel of this organization wish you continued success in your future training.

DEAN D. CONARD
Captain, Air Corps,
Commanding

Leaving the beautiful sea coast of California we came to another type of beauty--that of the Arizona Desert.

And entered our first stage of flying training at Ryan Field.

During our first few weeks of flying
the auxliary fields saw most
of our ground loops.

E. R. Bane, 1st Lt., A.C.
Executive Officer

FLYING TRAINING

L. A. Garner, Capt., A.C.
Director of Flying Training

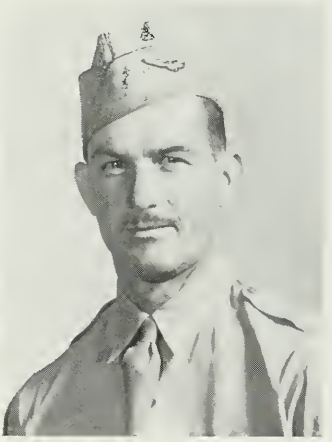
SUCCESS STORY 1943 STYLE

CONSIDER that you have been assigned a mission—a very important one, for the successful completion of that mission means one more pilot for our fighting craft. Essentially, in war-time arithmetic, this adds to the same total as the loss of one more enemy pilot. The war, then, is being fought in our very training schools and each pilot trained is one more victory.

You have completed the first leg of your mission with successful results. Upon your continued application and efforts depends the remainder of the mission. The "briefing" will not be done by the Intelligence Officers but by your instructors and the results will show in finished, well-equipped pilots.

Edwin R. Bane
1st Lt., A.C.,
Director of Training

R. J. Kerlinger
Director of Flying



Thomas F. Wilson
Group Commander

COMMANDANT OF CADETS

W. K. Dyson, 1st Lt. A.C.
Commandant of Cadets

R. J. Wojciehowski 2nd Lt., A.C.
Assistant Commandant of Cadets

TO CLASS 43-H:

THERE IS nothing to be encountered in your next phase of pilot training that maximum effort and complete devotion to duty will not overcome. Bear in mind that as you approach flying perfection you become a potent asset to the Democracy you serve.

The very best of luck, and may God be with you on whatever missions you are assigned.

William K. Dyson
1st Lt., Air Corps,
Commandant of Cadets

Roman J. Wojciehowski
2nd Lt., Air Corps,
Assistant Commandant of Cadets

J. D. Keller, 2nd Lt., A.C.
Personnel Officer

J. F. Wear, Capt., A.C.
Adjutant

GROUND SCHOOL INSTRUCTORS

DIRECTOR

MR. MATSON

AIRPLANES
WEATHER

MR. HORTON

NAVIGATION
IDENTIFICATION

MR. DACH

MR. THERRIEN

MR. CONWAY

MR. WILLETT

ENGINES

MR. ULM

CLERK

MR. PYE

ENGINES

MELVIN R. WILUCKI
MAJ., MEDICAL CORPS
Flight Surgeon

MEDITH B. FLANNIGAN
1ST LT., MEDICAL CORPS
Assistant Surgeon

ON SEEING THINGS THROUGH

WE ARE all human, endowed with certain weakness, uncertain strength, both as to physical being and psychological reaction; this we must all admit. However, within these limitations and strengths, there is considerable room to alter and mold our present as well as our future being. One of the most important characteristics that we must build is our desire and will to carry out our mission, once selected, to a successful conclusion.

This will not always be easy; your military objective may be well guarded and difficult to obliterate, your life's goal may be just as difficult to reach, but if you as cadets continue to develop that characteristic, indomitable spirit which you have displayed in your Primary Training, all future goals will be easier to obtain and all difficulties more easily met and conquered.

With this fact in mind, do not look for the easy path through any endeavor that may face you. Just as no muscles are developed by the man who slurs through his physical training period, so no character is built by the man who "hedges" and "lays down" on his assigned task or fails to do that task to the best of his ability; whether his ability was equivalent or better than he was asked to do.

If you play any game, including the "game of life," to the best of your ability at all times, you will make this war come to a successful conclusion sooner and the world you help to rebuild after this conflict will be a far better world.

MELVIN R. WILUCKI
Major, Medical Corps,
Flight Surgeon

PHYSICAL TRAINING

WM. G. HOWSMON, JR., 2ND LT., A.C.
Physical Training Director

HOW MANY of you have asked to get out of physical training because you had flown three hours that day and were dead tired? Most of you have. But of course we didn't let you out. You worked just as hard as ever.

The reason for this is the fact that you must force yourself to continue exercising after you are tired in order to improve your condition. If you reach the point of just becoming tired, then stop, your condition will stay at one point.

If your condition is such that you are ready to stop at the end of three hours, how are you going to fly for ten hours at a time in combat duty?

No matter how good the equipment, if you aren't physically fit to handle it, our country is fighting a losing battle. Condition is the keynote to victory!

WM. G. HOWSMON, JR.
2nd Lt. Air Corps,
Physical Training Director

It's all yours, Mister, take it around once.

Flying Officers

EDWIN R. BANE
1st Lt., A.C.

LEE A. GARNER
Capt., A.C.

ALVIN R. HOLMAN
1st Lt., A.C.

☆

CARL H. MEYERHOLTX
2nd Lt., A.C.

DEAN D. CONARD, CAPT., A.C.
Commanding Officer

JOHN B. KNOX
Section Commander

Flight Commander
WM. H. GIBBS, JR.

VAUGHN E. KRUG
Section Commander

E Flight

"IF YOU'R IN DOUBT AT ALL USE THE THROTTLE AND GO AROUND"

(Right to Left)

Clay W. Barton (Instructor)

James W. Brown, Jr.

Ralph Wm. Burdick

Charles A. Barry

Lawrence B. Boensch

Edwin D. Bramlette

(Right to Left)

Harold M. Cooke (Instructor)

Ennis E. Brown

John W. Bickel

Harold L. Bennett

Lloyd W. Anderson

(Right to Left)

Emerton Duffield (Instructor)

Thomas P. Barron

William H. Brown

Donald H. Barnett

Hugh W. Cox

Carl N. Bladgett

(Right to Left)

Kenneth L. Heap (Instructor)

Armando P. Crosa

Charles W. Bigby

Robert G. Beach

John J. Connolly

Frank L. Burns

(Right to Left)

John C. Hotaling (Instructor)

Henry H. Dayton

Harvey N. R. Bower

Oscar C. Dean

Robert E. Davis

Warren G. Brown

(Right to Left)

Anson Lisk (Instructor)

Dan O. Carew, Jr.

Richard E. Byrne

Darrell L. Champiin

Allen J. Bunker

Salvator M. Caruso

(Right to Left)

Harry Roberts (Instructor)

William J. Bye

Kenneth E. Brant

Victor H. Coleman

Bill H. Clifford

James W. Boes

(Right to Left)

George R. Thiele (Instructor)

William T. Cook

James E. Anderson

Harold E. Bettis

Ronald J. Casey

Ernest C. Beard

(Right to Left)

S. Wilbur (Instructor)

William E. Bergelin

Frances M. Bufkin

Hugh R. Bowers

(Right to Left)

Fred E. Eisert (Instructor)

William R. Conner

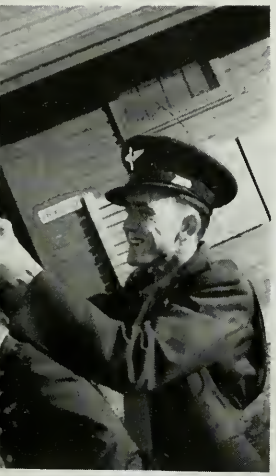
Lt. Wex W. Jordan, Jr.

Henry C. Clark

Not In Picture

1st Lt. Charles N. Hildebrandt

2nd Lt. Wm. E. Leloudis



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SHIELDS B. CRAFT
Section Commander

F. JAMES RITTER
Flight Commander

GEORGE H. BENTER
Section Commander

A Flight

"KEEP YOUR HEAD ON A SWIVEL"

(Right to Left)

James M. Dalby (Instructor)

Louis M. Dzirbik

James H. Edwards

Sheldon W. Hanneman

Robert T. Kenworthy

Anthony J. DeStefano

(Right to Left)

Glendon Jarrett (Instructor)

Edward J. Gossen

Patriek R. Hurley

George R. Greenamyre

Donald C. Aikin

(Right to Left)

Harry C. Kroll (Instruetor)

Alvin J. Gissell

John H. Finklea

Raymond A. Floyd

Donald J. Doherty

Joshua W. Dustin

(Right to Left)

Laurenee M. Krug

James P. Hutchins

Edward J. Gossen

Carl E. Gamlin

Ancil W. Hopper

Frank C. Kaluza

(Right to Left)

Robert P. Miller (Instructor)

Lawrence R. Korchak, 1st Lt.

James T. McKnight, Capt.

William C. Ruckert, 1st Lt.

Leif Holm

John W. Greene

(Right to Left)

Earl L. Olsen (Instructor)

Richard P. Gaynor

Robert H. Dyer

Russell S. Detar

Charles B. Kaufman

Erwin L. Ewart

(Right to Left)

Donald F. Shaw (Instructor)

Robert T. Hoffman

Anthony J. DeStefano

Paul L. Draper, Jr.

John W. Greene, Jr.

Martin P. De La Cruz

(Right to Left)

J. Neil Taylor (Instructor)

Clark G. Johnson

Felix A. Fletcher

John Hall

Raymond E. Hines

George R. Greenamyre

(Right to Left)

Alonzo H. Van Loan (Instructor)

Richard W. Emery

Arthur C. Fritog

Jack D. Harris

Albert R. Carroccia

Harleth M. Haven

(Right to Left)

Lloyd A. Diddy (Instructor)

Gerald W. Fecteau

Lawrence H. Figner

Ralph G. Foster

Donald A. Graham

Beauford C. Johnson

(Right to Left)

Clifford P. Fortune (Instructor)

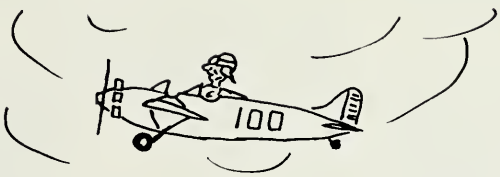
Lawrence W. Jagnow

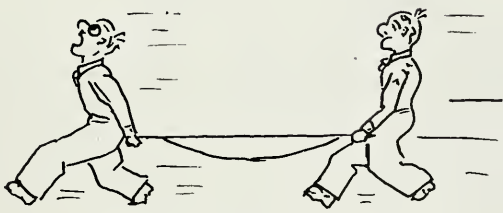
Walter D. Holland

John L. Fowler

Conrad L. Johnson

FIRST CALL





FIRST SOLO

Here's Phyllisita and her wooden headed boy friend, Gabby Redwood. They provide a lot of laughs in the show.

Johnny O'Brien and his harmonica is a big high spot of the Shell Show. Here he does his novel musical train ride.

Patricia Lynn, able songstress, and charming mistress of ceremonies welcomes an audience.

Patricia Lynn

Shell Show

Lloyd Simpson, singing pianist, adds plenty of song, and swing rhythms to the colorful Shell Show.

Johnny O'Brien

Magician Bert Easley pulls a rabbit out of the hat while assuming an unusual angle. His novel act is a hit of the show.

KNEELAND E. STONE
Section Commander

KENNETH R. DIXON
Flight Commander

ROBERT F. KIMBLE
Section Commander

G Flight

"YOU CAN'T STRETCH YOUR GLIDE"

(Right to Left)

Robert W. Consaul (Instructor)

Anthony L. Piscitelli

Ellis E. Montgomery

Howard R. Plume

Wayne W. Norris

(Right to Left)

Roy O. Ewert (Instructor)

Milton W. Lyle

Joseph J. Matus

Donald L. Ninman

Robert W. Leonard

Vincent L. Ledray

(Right to Left)

Raymond O. Green (Instructor)

Wayne W. Norris

Lawrence V. Rogers

(Right to Left)

James McQuade (Instructor)

Raymond C. Mienberg

Anthony A. Kulikowski

Clem W. Rogers

Lloyd W. Newton

(Right to Left)

Melburne Stigers (Instructor)

Richard D. Pendleton

Bert Moran

Ellis Lawson

James L. Lay

Gerould D. Mattoon

(Right to Left)

Robert P. Wilbur (Instructor)

Robert J. Bowers

Thomas H. Randall

Gilbert T. Miller

W. H. Riker

Hugh S. Laue

(Right to Left)

Robert F. Kimble (Instructor)

Ernest P. Langbartel

Terry J. Almond, 2nd Lt.

William L. Halsey, 1st Lt.

Robert O. Brewster, 1st Lt.

(Right to Left)

James Rountree (Instructor)

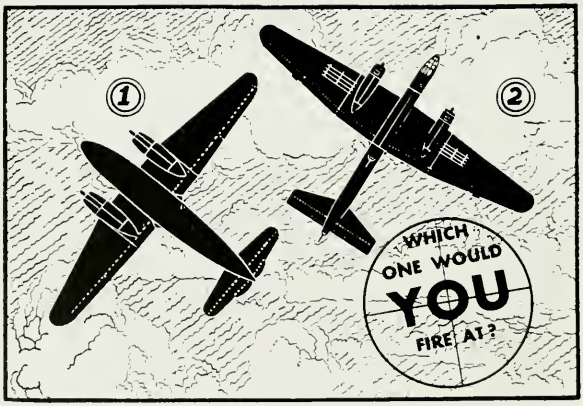
Linon C. Rorie

Joseph P. Paskavan

Edward F. New

Ventura Perez

★ ★



NOT AT No. 1! It's the Curtiss C-46 "Commando," a low mid-wing, twin engine military transport. It has a large cylindrical fuselage. The center section of the leading edges of the wings are rectangular and the outer sections are swept back sharply. The trailing edges are slightly swept forward to rounded tips. Tapered tailplane has rounded tips and a single fin and rudder.

FIRE AT No. 2! It's the Luftwaffe's latest four engine heavy bomber, the Heinkel He. 177. It has the appearance of being equipped with twin engines but each nacelle houses two engines. The long narrow fuselage extends slightly behind the tailplane. The low set mid-wings taper to rounded tips. The leading edges of the tailplane are swept back to square tips and the trailing edges are straight.

GEORGE I. NOAH
Section Commander

D. CLYDE LINK
Flight Commander

PAUL SANGER
Section Commander

H Flight

"SAVE YOUR COCKINESS FOR COMBAT"

(Right to Left)

David R. Beebe (Instructor)

Frederick T. Secrest

Cullen T. Sandlin

Robert H. Webb

Herbert E. Smith, Jr.

(Right to Left)

James M. Bickel (Instructor)

Earl P. Sprengel

Harold U. Schmidt

Raymond L. Schrup

(Right to Left)

Kenneth L. Kindopp (Instructor)

Rufus N. Wilson

Dwight E. Sullivan

Porter A. Spencer

Kenneth S. Smith

(Right to Left)

Richard W. Leebrick (Instructor)

Joseph N. Sertich

Walter N. Vieser

Herbert W. Young

Donald Schans

(Right to Left)

John E. Piersall (Instructor)

Paul A. Tulley

Joseph C. Silvani

William W. Sietz

Leander L. Smith

(Right to Left)

Homer M. Tully (Instructor)

Robert R. Taylor

Ernest L. Terry

Dorman B. Turnipseed

(Right to Left)

Russell Whitesell (Instructor)

John L. Sanders

Paul J. Schiappacasse

Raymond A. Sinnott

Marshall W. Turner

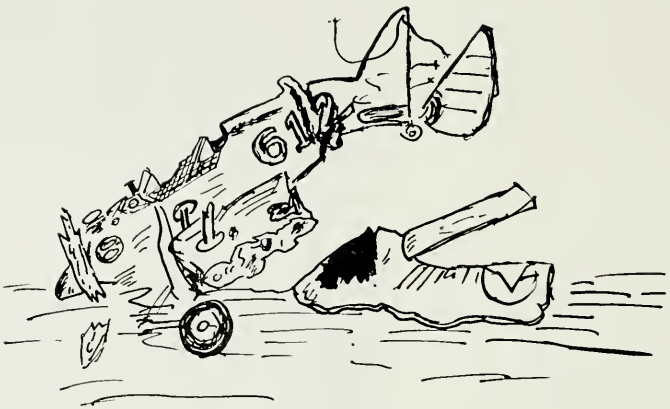
(Right to Left)

James Barrett (Instructor)

Raymond Meinberg

Frank N. Sorrell, Jr.

Eugene C. Thomas



Flying is over for the day.

But activity never ceases . . . the maintenance crew works all night so we can fly all day.

Goodbye, Primary

On to Basic!

53 105

WINDSOCK

43-1

abcd 4T

RYAN

Published by the Class 43-I, 11th Army Air Forces Flying Training Detchment, Ryan Field, Tucson, Arizona.

Supervisor
WM. G. HOWSMON, JR.
2nd Lt., Army Air Corps

Editor
A C CLYDE BICKERSTAFF

Associate Editor
A C GEORGE C. SCHNEIDER

Cartoons and Cover
LT. NORMAN ECHORD
A C PAUL R. BEARDSLEY

WE DEDICATE THIS BOOK TO OUR MOTHERS, OUR SWEETHEARTS, AND OUR WIVES, AND TO ALL OF THOSE WITH WHOM WE HAVE HAD SO MANY PLEASANT ASSOCIATIONS.

TO ALL OF THE MEN OF OUR ORIGINAL SQUADRONS AT SANTA ANA, WHO FOR VARIOUS REASONS ARE NO LONGER WITH US BUT ARE IN TRAINING FOR TASKS FULLY AS VITAL AS OURS.

TO THE NOBLE PRINCIPLES OF FREEDOM WHICH WE, AS OUR FATHERS BEFORE US, HAVE DEDICATED OUR FORTUNES AND OUR LIVES TO PRESERVE; TO THE SIMPLE, PEACEFUL WAYS OF LIFE WE HAVE KNOWN SO INTIMATELY IN THE PAST.

TO ALL OF THIS AND TO ALL OF THEM WE PLEDGE OUR BEST.

—CLASS OF '43-I

IT HAS been a sincere pleasure to work with you men. Taking everything into consideration you have been "tops." Your attitude, ability, and wholehearted desire to learn to fly the Army way have been the contributing factors in your excellent record.

If you maintain the same *"esprit de corps"* throughout the remainder of your training that you have displayed here, there is little doubt that the tradition of the Army Air Forces as having the finest combat pilots in the world will be continued.

DEAN D. CONARD
Captain, Air Corps
Commanding

E. R. Bane, Capt., A.C.
Director of Training

FLYING TRAINING

L. A. Garner, Capt., A.C.
Director of Flying Training

PASAMOS POR AQUI

As DID the Spanish explorers, you have passed by here and left your mark. You have explored the sky frontiers and now begin your trek to wider horizons. Your record as a class has been superior and a harbinger of that showing which will be expected of you in Basic and Advanced training. The die has been cast and the best insurance for this is a continued application of your efforts and the fine spirit you have shown here.

Edwin R. Bane
Captain, Air Corps,
Director of Training

R. J. Kerlinger
Civilian Director of Flying

P. A. Larson
Group I Commander

COMMANDANT OF CADETS

TO YOU, 43-I, CONGRATULATIONS!

It is our regret that time does not permit us to give you more of the things we know will help you in the job you have ahead. However, in farewell, may I offer you a bit of counsel that will assist you over the obstacles you will encouter in the future.

Discipline is a nuisance at times but no outfit gets anywhere without it. That means respect for your superiors . . . from "shavetail" to general; it means obey orders, and play the game according to the rules.

Learn to "take it and like it." Don't dodge duty. Sharing responsibility builds up mutual respect and makes for real comradeship. Always remember: Soldiers who learn their jobs well, who perform their jobs well, who avoid carelessness, and who, above all, cherish the traditions of the Army Air Forces, can never be defeated!

So to you, men of 43-I, CARRY ON, KEEP YOUR NOSE CLEAN, and GIVE 'EM HELL!

The best of luck!

ROMAN J. WOJCIEHOWSKI
2nd Lt., Air Corps.
Commandant of Cadets

"They also serve who sit and sweat"

J. F. WEAR, CAPT., A.C.
Adjutant

J. D. KELLER. 2ND LT.. A.C.
Personnel Officer

GROUND SCHOOL INSTRUCTORS

DIRECTOR

MR. MATSON

AIRPLANES
WEATHER

MR. HORTON

NAVIGATION
IDENTIFICATION

MR. DACH

MR. THERRIEN

MR. CONWAY

MR. WILLETT

ENGINES

MR. ULM

CLERK

MR. PYE

ENGINES

MELVIN R. WILUCKI
Major, Medical Corps
Flight Surgeon

UNITED STATES
ARMY

MEREDITH B. FLANNIGAN
1st Lt., Medical Corps
Assistant Surgeon

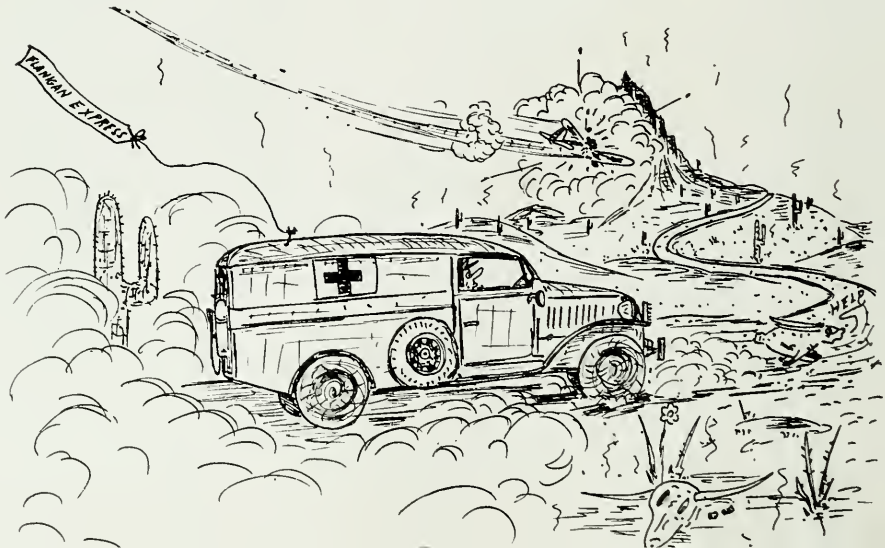
CONSCIENTIOUS

CONSCIENTIOUS is a word of meaning, respect, and admiration to all men. It is a two edged sword by which we, as free men can cleave our way through the enemies of our country. It is the key that opens the door to our future accomplishment and helps build the better world that mankind so richly deserves.

The whole hearted, conscientious endeavor on the part of all people at every moment is necessary if we hope to emerge successfully from the great conflict.

This conscientious spirit must be developed in all of us in the same manner that we develop our muscles, by care, guidance, and training. The officers, civilian flight instructors and other personnel of this detachment are proud of your morale, your desire to learn, and eagerness to fly. Keep this spirit with you at all times and yours shall be the glory of Victory.

MELVIN R. WILUCKI
Major, Medical Corps



PHYSICAL TRAINING

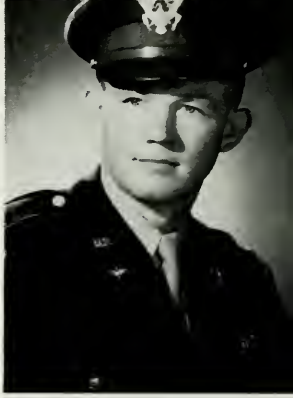
WM. G. HOWSMON, JR., 2ND LT., A.C.
Physical Training Officer

MUSCLE BENDING

Extend on your base file—march!
Even numbers to the right uncover.
The first exercise will be done in the following position and manner—.
Exercise position—move!
In cadence—exercise! Hut! two! three! four!
That's the way they all start, but won't this period ever end?
I'm tired.
Oh, oh! Here's another one. Hope this is the last—it is!
Now for the games.
Oh, sir, do I have to play football again today?
There goes the whistle.
Thank God, I made it through another day, but tomorrow it starts all over again!
Hey, mister! Help me to the showers will you? . . .
Now for some lunch!

EDWIN R. BANE
Capt., A.C.

LEE A. GARNER
Capt., A.C.



ALVIN R. HOLMAN
1st Lt., A.C.

FLYING OFFICERS

DEAN D. CONARD, CAPT., A.C.
Commanding Officer

CARL H. MEYERHOLTZ
2nd Lt., A.C.

NORMAN R. ECHORD
2nd Lt., A.C.

PHILIP M. PHILIBOSIAN
2nd Lt., A.C.

CLAYTON T. GIBSON
Section Commander

JAMES TATE
Flight Commander

LLOYD A. DIDDY
Section Commander

A Flight

"IF YOU'RE IN DOUBT AT ALL USE THE THROTTLE AND GO AROUND"

(Standing, Left to Right)

Hollie V. Daker

Robert R. Cummings (Instructor)

Marcellus D. Danish

(Sitting, Left to Right)

Norwood C. Durbin

Kenneth D. Dunaway

(Standing, Left to Right)

Clifford W. Brown

L. A. Diddy (Instructor)

Louis R. Hernandez

(Standing, Left to Right)

Robert S. Carpenter

John Fisher (Instructor)

Wallace C. Clay

(Sitting, Left to Right)

Milburn E. Biddle

(Standing, Left to Right)

Robert H. Byrnes

Frank Giordano (Instructor)

Vernon M. Beasley

(Sitting, Left to Right)

Robert M. Blake

Kellard C. Bostick

(Standing, Left to Right)

Robert L. Blais

George A. Houdek (Instructor)

Morgan K. Cox

(Sitting, Left to Right)

Ralph F. Black

Miles I. Allredge

(Standing, Left to Right)

Thomas G. Eppinger

Homer S. Hoyt (Instructor)

David R. Douglas

(Sitting, Left to Right)

Grady E. DuPriest

Richard C. Bussell

Theodore H. Carlitz

(Standing, Left to Right)

Lt. James A. Jones

William G. Hutson, Jr. (Instructor)

Norman W. Achen

(Sitting, Left to Right)

Marvin B. Dixon

James E. Burford

Paul R. Beardsley

(Standing, Left to Right)

Louis W. Adams, Jr.

Kenneth H. Johns (Instructor)

Clarence Boatright

(Sitting, Left to Right)

Charles H. Allen, Jr.

Donald L. Day

(Standing, Left to Right)

William R. Cole, Jr.

V. K. McKinley (Instructor)

Clyde L. Bickerstaff

(Sitting, Left to Right)

Charles F. Bain

George R. Brucks

(Standing, Left to Right)

John R. Cole

Ralph E. Miller, Jr. (Instructor)

Robert D. Allison

(Sitting, Left to Right)

Joseph C. Cangelosi

Paul J. Bates

(Standing, Left to Right)

Lt. John A. Kimbrough

France H. Rogers (Instructor)

Robert E. Ellingsworth

(Sitting, Left to Right)

O. B. Clifton

Arthur V. Emigh

Leroy A. Brown, Jr.

(Standing, Left to Right)

Alex J. Crow

Jacob Sather (Instructor)

Russell R. Biaggne

(Sitting, Left to Right)

Murry J. Ellingsworth

Robert M. Eckert

(Standing, Left to Right)

Richard Barcheski

Robert G. Winner (Instructor)

Robert R. Courtney

(Sitting, Left to Right)

Charles E. Cubbins

Harry H. Emrich

1027
YUMA

RUSSEL F. J. TAYLOR
Section Commander

MALCOM L. LONGANECKER
Flight Commander

JAMES C. BAILEY
Section Commander

B Flight

"KEEP YOUR HEAD ON A SWIVEL"

(Standing, Left to Right)

Chesney W. Hardy

George C. Abell (Instructor)

Joseph A. Hafner

(Sitting, Left to Right)

Gerald A. Hart

(Standing, Left to Right)

Jack J. Henderson

Leo I. Broadhead (Instructor)

Lura E. Hearn

(Sitting, Left to Right)

Burton M. Graham

Gordon M. Heap

Russell D. Hilding

(Standing, Left to Right)

Kenneth C. Hetzel

Francis R. Chalmers (Instructor)

Roy O. Hawthorne, Jr.

(Sitting, Left to Right)

David A. Grove

Charles D. Hiatt

Clarence L. Halliday

(Standing, Left to Right)

Capt. Maurice E. Speer

Lloyd S. Coleman (Instructor)

Lt. Robert Keenan

(Sitting, Left to Right)

Wallace R. Hopkins

John W. Fitzgerald, Jr.

Samuel W. Herman

(Standing, Left to Right)

James P. French

Carlos H. Harvey (Instructor)

Harold W. Gully

(Sitting, Left to Right)

William M. Hoppenrath

Eugene L. Fleming

(Standing, Left to Right)

Walter W. Gates, Jr.

H. Gordon Holzgrafe (Instructor)

Andrew R. Henry

(Sitting, Left to Right)

George G. Guyon

(Standing, Left to Right)

Leland K. Henslee

Harley W. LaMay (Instructor)

Joel I. Feltenstein

(Sitting, Left to Right)

John F. Higgs

Lawrence D. Haddon

Merlin Hueppchen

(Standing, Left to Right)

James B. Hatch

Aldolph K. Moritz, Jr. (Instructor)

William W. Hunt

(Sitting, Left to Right)

Jesse Fuentes

Edward B. Faulkner

(Standing, Left to Right)

Thomas M. Houser

Ernest A. Neeck (Instructor)

William B. Godbold

(Sitting, Left to Right)

Willis F. Hammond

Selwyn D. Flowers

Robert M. Erskine

(Standing, Left to Right)

Harry T. Evans, Jr.

Louis E. Stutter (Instructor)

Robert D. Gustafson

(Sitting, Left to Right)

William C. Hoyer

Clifford C. Gould

(Standing, Left to Right)

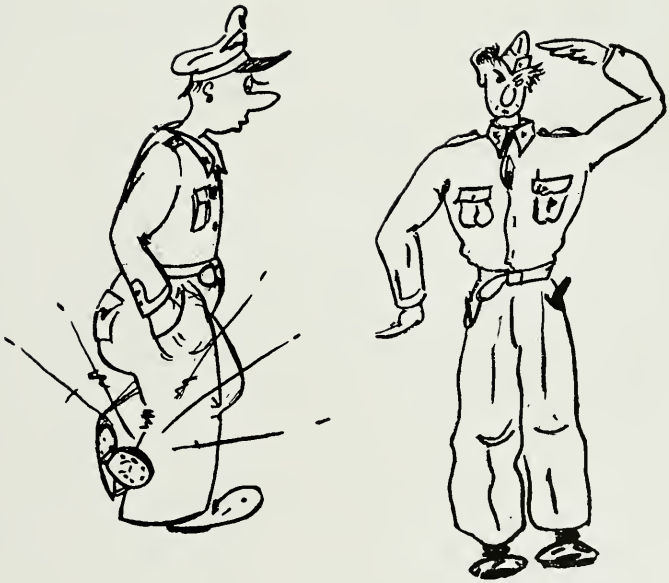
George P. Fory

Omar A. Walker (Instructor)

Gus George

(Sitting, Left to Right)

William A. Forbes



ALL-ARMY SHOW

Ryan Field Cadets were among the first to enjoy the elaborate Army Show now touring army posts throughout the nation.

Its cast, composed of many prominent comedians of pre-war days, constitutes perhaps the most outstanding talent obtainable from GI ranks.

Sharp wit and biting satire combined with a flawless musical score accounted for an evening of rare entertainment for each cadet.

CLIFFORD P. FORTUNE
Section Commander

CLARENCE L. PRESCOTT
Flight Commander

P. J. HUDGIN
Section Commander

C Flight

"YOU CAN'T STRETCH YOUR GLIDE"

(Standing, Left to Right)

Lt. George W. Boozer, Jr.

Charles L. Kee

Ivan L. Anderson (Instructor)

Ralph B. Manning

Robert R. Hunter

(Standing, Left to Right)

Wayne A. Meissner

Clarence L. Brower (Instructor)

Lewis R. Loyd

(Sitting, Left to Right)

George Klotz

Albert H. Lieder

David Loughlin

(Standing, Left to Right)

Harold C. Lambert

Andrew C. Christensen (Instructor

Carl C. Jakust

(Sitting, Left to Right)

Roy A. McMiller

Ben F. Orr, Jr.

Edward E. Luckey

(Standing, Left to Right)

William E. Lang

Nelson B. Cundell (Instructor)

Marquid Myers

(Sitting, Left to Right)

Harry W. McCann, Jr.

Merrell S. Parham

Locke F. McClure

(Standing, Left to Right)

William J. Morrow

Edward H. D'Atri (Instructor)

Erwin L. Krage

(Sitting, Left to Right)

Darwin N. Johnson

James B. Kerr

(Standing, Left to Right)

Lt. Roy W. Brown, Jr.

A. Gabriel Donnadieu (Instructor)

John A. Immel

(Sitting, Left to Right)

Kenneth P. Lacey

Roger H. Ogden

(Standing, Left to Right)

Ralph N. Jacqmin

I. Arthur Jones (Instructor)

Albert H. Lieder

(Sitting, Left to Right)

Jack C. Morgan

Marquid Myers

(Standing, Left to Right)

Francis H. Moore

C. E. Keough (Instructor)

Horace E. Jones

(Sitting, Left to Right)

James C. Paschall

Anthony T. Linkiewicz

(Standing, Left to Right)

Darwin N. Johnson

Wayne M. Rogers (Instructor)

Garth B. King

(Sitting, Left to Right)

Roger H. Paulk

Henry F. Lee

(Standing, Left to Right)

Paul J. Lazier

Gordon H. Kemmeter

Jack R. Rutherford (Instructor)

Robert H. Kurtz

Jesse L. Jarvis

(Sitting, Left to Right)

Edward F. Kuester

(Standing, Left to Right)

Robert J. McLaughlin

H. Quinn Stokes (Instructor)

Milton A. MacDonald

(Sitting, Left to Right)

John L. Leaf

Peter J. Lecce

Douglas H. Kiphut

(Standing, Left to Right)

John R. James

Joy M. West (Instructor)

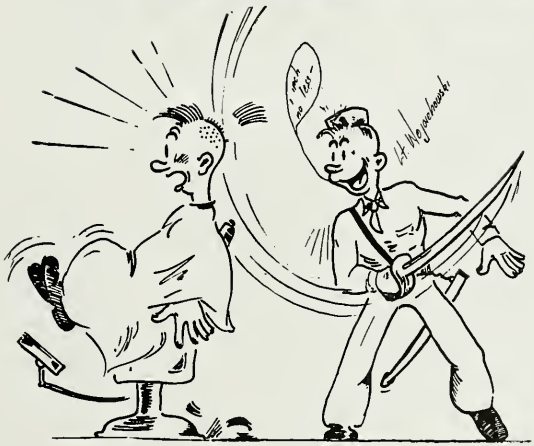
Charles B. Murphy

(Sitting, Left to Right)

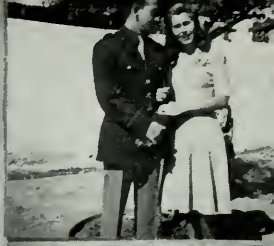
Elliott Ladin

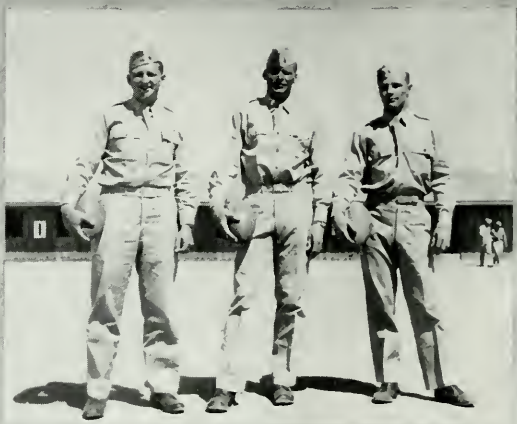
Robert M. Jennings

Melvyn D. Jones



YUMA





YUMA

U. Sherman Johnson
Section Commander

Charles E. Taft
Flight Commander

Stephen L. Brown
Section Commander

D Flight

"SAVE YOUR COCKINESS FOR COMBAT"

(Standing, Left to Right)

William C. Prouty, Jr.

Edwin D. Ballard (Instructor)

Robert S. Tuttle

(Sitting, Left to Right)

William L. Rucker

George C. Schneider

William E. Perry, Jr.

(Standing, Left to Right)

Thomas O. Thompson

H. S. Beamish (Instructor)

William A. Wyatt, Jr.

(Sitting, Left to Right)

Glenn A. Woodfin

George E. Simms

Lewis R. Smith

(Standing, Left to Right)

Robert F. Schreier

Robert W. Darling (Instructor)

Jesse C. Rowe

(Sitting, Left to Right)

James T. Rudd

Clarence R. Schmidt

Elmer E. W. Siskonen

(Standing, Left to Right)

Robert H. Rutland

Jack Dollahite (Instructor)

Joe B. Stone

(Sitting, Left to Right)

Robert G. Williamson

William B. Whitley

James A. Wheeler

(Standing, Left to Right)

Raymond L. Peeples

Pat M. Dowling (Instructor)

Enrique Provencio

(Sitting, Left to Right)

Lt. Edmund E. Kelley

Lt. William E. King

Oscar S. Rogers, Jr.

(Standing, Left to Right)

Gerold L. Peters

George N. Harris (Instructor)

Horace B. Reeves

(Sitting, Left to Right)

Oeland R. Seaman, Jr.

Wallace W. Wood

Warren B. Stough

(Standing, Left to Right)

Edward J. Sandy

Robert Shaw

Richard P. Kessler (Instructor)

Anthony F. Scolaro

(Sitting, Left to Right)

Carleton R. Seidel

Lawrence L. Schnaible

(Standing, Left to Right)

Ernest E. Remington

Richard L. Lelninger (Instructor)

Louis T. Shannon, Jr.

(Sitting, Left to Right)

James L .Paulson

(Standing, Left to Right)

Jeff P. Sellers

J. H. Dick Macy (Instructor)

Paul M. Stout

(Sitting, Left to Right)

Frank A. Wernlein

Enrique Provencio

(Standing, Left to Right)

Donald B. Rupp

William L. Peyton

Volney D. Matheny (Instructor)

Truman J. Smith

(Sitting, Left to Right)

James E. Slausen

Jake H. Reasonover

(Standing, Left to Right)

Henry B. Williams

Robert F. Sheppard (Instructor)

Richard R. West

(Sitting, Left to Right)

Newton A. Softley

John R. Whitaker

(Standing, Left to Right)

Carl F. Schaening

Robert M. Vilas (Instructor)

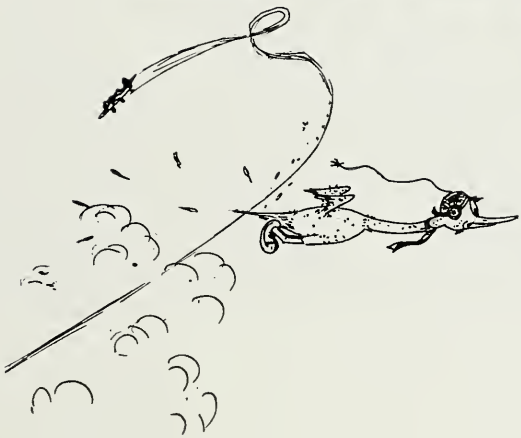
Ted E. Raynolds

(Sitting, Left to Right)

Charles B. Skinner, Jr.

Harold M. Toler

Walter E. Sloan



"Eager Beavers"

AVIATION CADET OFFICERS OF CLASS 43-1

Wing Commander.....P. R. Beardsley
Wing Adjutant.....F. A. Wernlein
Wing Sergeant Major.....H. B. Reeves
Wing Supply Sergeant.....V. M. Beesley

Squadron No. I

Squadron Commander.....S. D. lowers
Flight Lieutenant, Flight "A".....N. W. Achen
Flight Lieutenant, Flight "B".....C. L. Halliday
First Sergeant, Squadron I.....C. H. Allen, Jr.
Flight Sergeant, Flight "A".....C. E. Cubbins
Flight Sergeant, Flight "B".....G. P. Fory
Guide Sergeant, Flight "A".....R. R. Courtney
Guide Sergeant, Flight "B".....L. E. Hearn

Squadron No. II

Squadron Commander.....E. W. W. Siskonen
Flight Lieutenant, Flight "C".....R. B. Manning
Flight Lieutenant, Flight "D".....J. P. Sellers
First Sergeant, Squadron II.....W. E. Perry, Jr.
Flight Sergeant, Flight "C".....M. H. D. Myers
Flight Sergeant, Flight "D".....L. R. Smith
Guide Sergeant, Flight "C".....R. R. Hunter
Guide Sergeant, Flight "D".....T. E. Raynolds
Custodians, Rec. Hall.....W. J. Morrow and E. L. Krage

Everything is strictly I.D.R.

This is a line of PT-22's—Wow, what super speedsters.

Our Life At Ryan Field

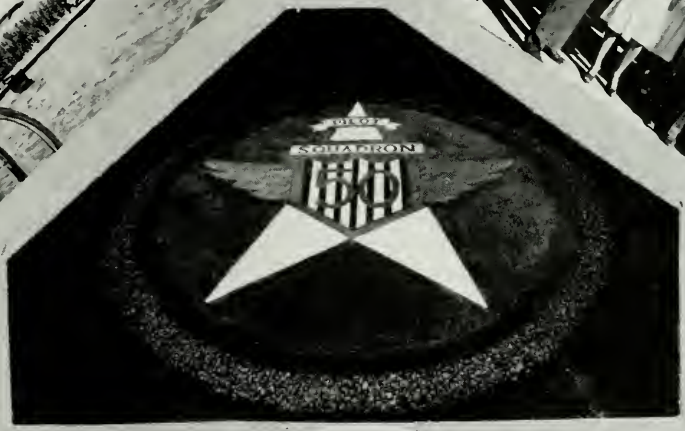
Flying is a serious game. We were warned to never score below 2,400 while at this field.

We use these for "Pylon 8's."

We eat only the best?

Air sick again!

Each Cadet carries 12 rubber bands for an auxiliary engine.

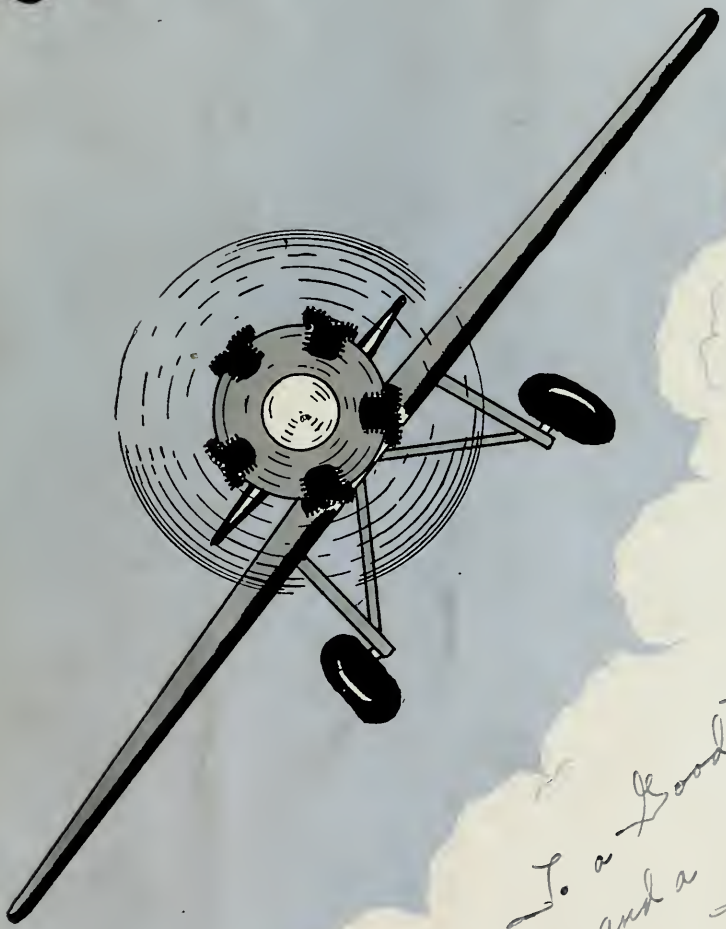

SQUADRON

YUMA

Goodbye To Primary

On to Basic!

WIND SOCK



I. a Good Pilot
and a Darn Swell
Guy
Jack D. Marker

43-J

IN MEMORIAM

For

DONALD F. SHAW—Civilian Instructor
and
THERON D. WOOD—Fellow Classmate and Soldier

New stars have been added to the constellation of flyers who never return. To them and those who give their lives in training or in combat we pledge our efforts to the end that their sacrifices shall not be without ultimate justification.

Published by the Aviation Cadets of Class 43-J, 11th Army Air Forces Flying Training Detachment, Ryan Field, Tucson, Arizona

Supervisor
WM. G. HOWSMON, JR.
2nd Lt., Air Corps

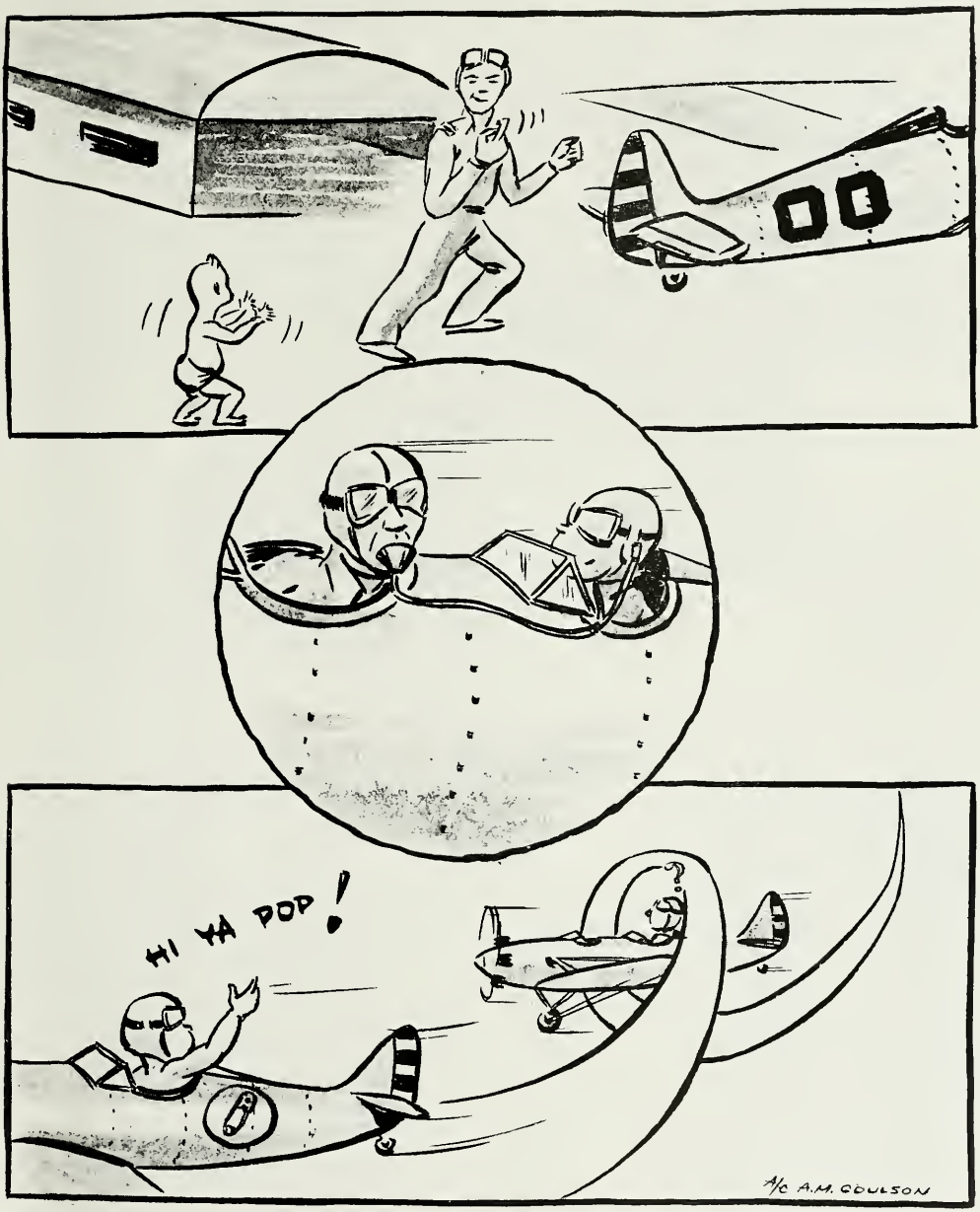
Editor
A/C ROBERT H. WEBB

Associate Editor
A/C A. M. COULSON

Cover Design and Cartoons
A/C ROBERT H. WEBB
A/C A. M. COULSON

The Editor

DEDICATION



TO DUANE D. CONARD AND ALL FUTURE AVIATION CADETS THE CLASS OF 43-1 RESPECTFULLY DEDICATE THIS ISSUE OF THE WINDSOCK.

IT TAKES TIME

A PHILOSOPHY which would be a good one for every cadet to remember is that propounded by an ancient philosopher named Epictetus—"No great thing is created suddenly, any more than a bunch of grapes or a fig. If you tell me that you desire a fig, I answer you that there must be time. Let it first blossom, then bear fruit, then ripen."

With this in mind you must realize that time and patience are two great factors in your training, no matter what the goal might be. Your immediate goal is, without a doubt, a pair of Silver Wings. Those wings will come only through hard work and thoughtful study of the business at hand—that of schooling yourself in the technical science of being an Army Air Forces Pilot.

DEAN D. CONARD
Captain, Air Corps,
Commanding

FLYING TRAINING

E. R. Bane, Capt., A.C.
Executive Officer

L. A. Garner, Capt., A.C.
Director of Flying Training

RETROSPECTION

THE GRADUATION of Class 43-J marks another milestone in aviation progress. For four years this detachment has trained future air forces pilots—many of whom have since been decorated for their activities in the various theatres of war.

This training school had its inception at Lindbergh Field, San Diego, California, July 1st, 1939 and was transferred to the present location in July of 1942.

In tribute to the splendid record of Class 43-J, it is my sincere wish that each of you may take your place alongside the many hero-graduates of this school.

Edwin R. Bane
Captain, Air Corps,
Director of Training

R. J. Kerlinger
Civilian Director of Flying

T. F. Wilson
Group Commander

COMMANDANT OF CADETS

R. J. WOJCIEHOWSKI, 2ND LT., A.C.
Commandant of Cadets

WILLIAM LELOUDIS, 2ND LT., A.C.
Assistant Commandant of Cadets

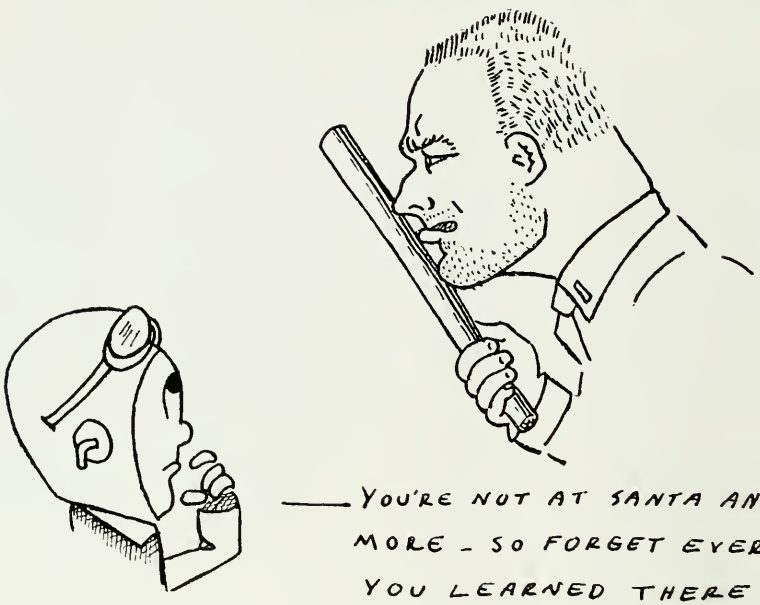
CLASS 43-J, CONGRATULATIONS!

The very best of luck to you in your advanced stages of training, and as officers of the Army Air Forces.

Your record—each and every one of you—is excellent. Continue the good work you have done here throughout your flying career.

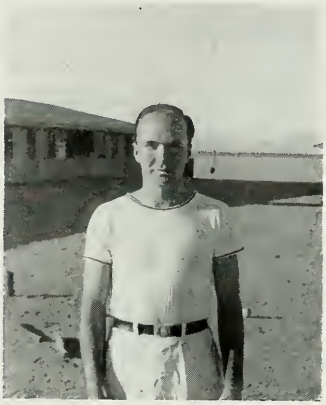
For the time being: "So long," and may God be with you on whatever missions you may be assigned!

ROMAN J. WOJCIEHOWSKI
2nd Lt., Air Corps
Commandant of Cadets



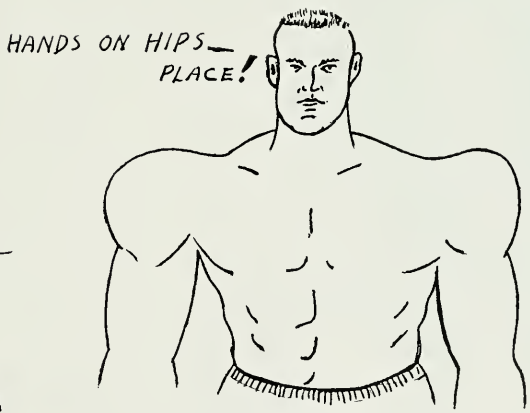
PHYSICAL TRAINING

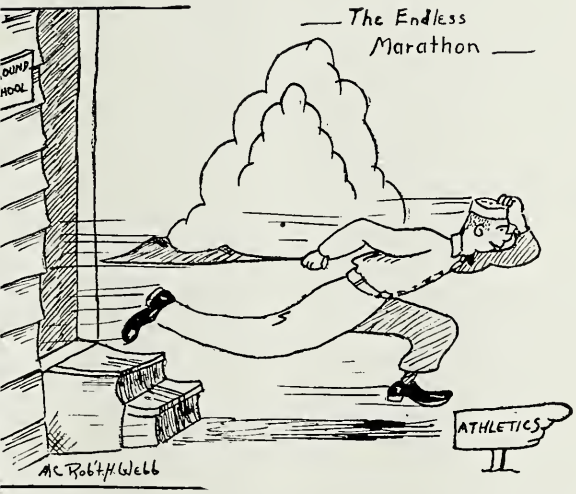
WM. G. HOWSMON, JR., 2ND LT., A.C.
Athletic Officer



WM. F. JAMESON, M/SGT., A.C.
Assistant Physical Training Director

Get in shape and stay in shape. Someday your life may depend upon your physical condition.





GROUND SCHOOL INSTRUCTORS

DIRECTOR

MR. MATSON

AIRPLANES
WEATHER

MR. HORTON

NAVIGATION
IDENTIFICATION

MR. DACH

MR. THERRIEN

MR. CONWAY

MR. WILLETT

ENGINES

MR. ULM

CLERK

MR. PYE

ENGINES

UNITED STATES
ARMY

MELVIN WILUCKI
MAJ., M.C.
Flight Surgeon

MERIDITH B. FLANNIGAN
1ST LT., M.C.
Assistant Surgeon

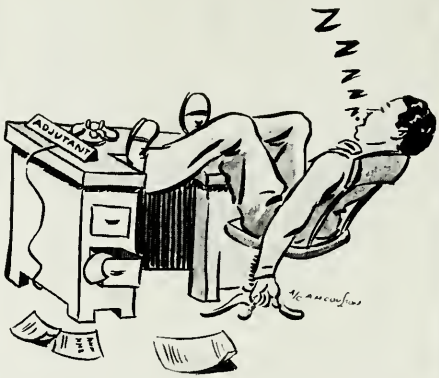
THE MIGHTY OAK

You men have completed the first and most important phase of flight training. The guidance that you have had through this Primary Phase molded and directed your energies into proper channels and formed the branches of your aeronautical career. All future training will "grow" and assemble upon these branches which now are present without the foliage of experience.

Today you are the "small oak trees" that will some day be the "mighty oaks" that will arise and assert themselves against the Axis air forces and beat them into the earth where they will crumble in the ruins they so justly deserve.

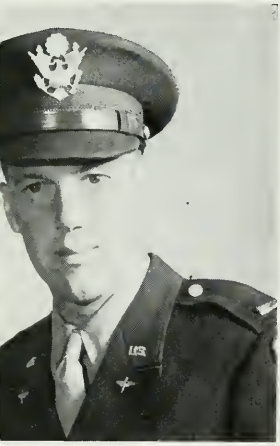
MELVIN R. WILUCKI
Major, Medical Corps

J. F. WEAR, CAPT., A.C.
Adjutant



J. D. KELLER, 2ND LT., A.C.
Personnel Officer

TACTICAL OFFICERS



WM. G. HOWSMON, JR.
2nd Lt., A.C.

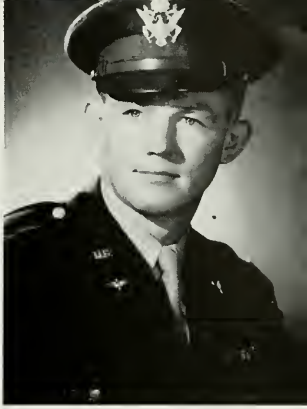
WILMER M. HAMMOND
2nd Lt., A.C.

EDWARD W. SEAGER
2nd Lt., A.C.

IRVING W. BRAYER
2nd Lt., A.C.

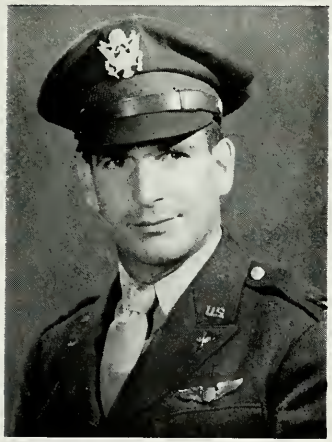
EDWIN R. BANE
Capt., A.C.

LEE A. GARNER
Capt., A.C.



ALVIN R. HOLMAN
1st Lt., A.C.

FLYING OFFICERS

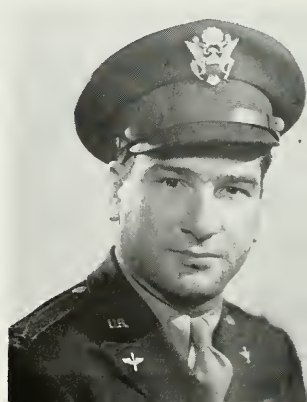


DEAN D. CONARD, CAPT., A.C.
Commanding Officer

CARL H. MEYERHOLTZ
2nd Lt., A.C.

NORMAN R. ECHORD
2nd Lt., A.C.

PHILIP M. PHILIBOSIAN
2nd Lt., A.C.



92
693
679

32
609
283
501
32
679
397

Ryan Planes From First To Last

RYAN STANDARD BIPLANE, 1923

How did that thing ever get off the ground?

DOUGLAS CLOUDSTER REBUILT BY RYAN, 1925

How are all those people going to get in there?

RYAN M-1, 1926

Do you suppose that is a Kinner on there?

RYAN M-1, 1927 VERSION

Send your letters Air-Mail—it's faster.

RYAN

RYAN BLUE BIRD CABIN PLANE, 1926

The father of the famous—

SPIRIT OF ST. LOUIS, 1927

We all remember this one.

RYAN S-T, 1935—LATER PT-16

Now we're getting some place.

RYAN S-C, 1937

Look at that wing!

RYAN

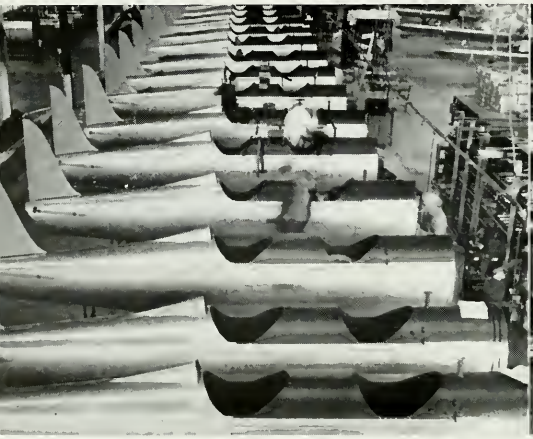
RYAN YO-51, 1939

Short-range liaison observation plane. Better known as the "Dragon Fly."

RYAN STH-S2 SEAPLANE TRAINER, 1940

Wouldn't this be nice for a fishing trip?

THIS BRINGS US UP TO OUR PT-22's



Let's go inside the factory fuselage production line.

So! That's how they make them.

RYAN

RYAN PT-22, 1941-42

Enough said!

RYAN NR-1, 1941-42

Even the Navy uses them.

RYAN ST-3-S SEA PLANE TRAINER, 1942

PT-22 with pontoons. We need these on Ryan Field after a cloud burst.

RYAN PT-25 NEW PLASTIC-MOLDED PLYWOOD PRIMARY TRAINER, 1943

Boy! What a sweet looking job!

McCLURE B. RAMSAY, CAPT., A.C.
Commanding Officer, Air Depot Det.

SUPPLY

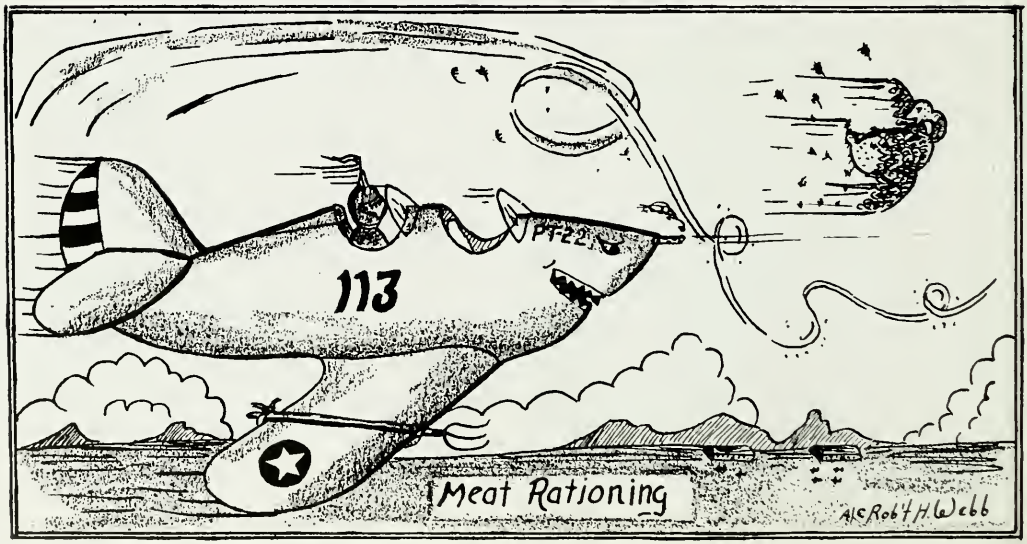
CHESTER F. PERKINS, 2ND LT., A.C.
Supply Officer

When in the sky you're pioneering,
Think for the nonce of Engineering;
And when from cloud to cloud you fly,
Give but a thought to parts, Supply.

AIR DEPOT DETACHMENT, ever serving,
On the alert and never swerving,
Sees that each plane is fit and right,
Before you ever make a flight.

Maintenance checking and rechecking,
Inspection after inspection treking,
Always your safety is the thought,
Service, not credit, ever sought.

McCLURE B. RAMSAY
Captain, Air Corps,
Commanding



Section Commander
JOHN B. KNOX

Flight Commander
WM. H. GIBBS, JR.

Section Commander
CLIFFORD P. FORTUNE

"E" Flight

OFF WE GO INTO THE WILD BLUE YONDER

(Standing, Left to Right)

HOWARD, JACQUES W., 2nd Lt.

EISERT, FRED E. (Instructor

GARRETT, CLINTON D., JR.

(Squating, Left to Right)

BRASHERS, JESSE J.

KELLER, JOHN W.

HOWE, HENRY A.

(Standing, Left to Right)

FICFEISEN, FREDERICK H., JR.

FISHER, JOHN F. (Instructor)

HENCHBARGER, MILLARD W.

(Squating, Left to Right)

CHAPPUIS, ALVIN J.

LONG, EDWARD E.

(Standing, Left to Right)

OSEFLAK, FRED C.

CONKEY, L. W. (Instructor)

MOORE, CARL W.

(Squating, Left to Right)

MATSON, RAYMOND J.

PARKS, LOIS C., JR.

PFEILSTIFTER, FRANCIS N.

(Standing, Left to Right)

LUSTIC, STANLEY J.

LISK, ANSON, Jr. (Instructor)

KETCHLERGE, EDWARD

(Squating, Left to Right)

LANSER, JOSEPH F.

BROWN, CLYDE F.

(Standing, Left to Right)

DUPRAY, JOHN A.

COOKE, HAROLD M. (Instructor)

HENDERSON, ROBERT S.

(Squating, Left to Right)

McCORMACK, EDMUND B.

GIBSON, ROGER C.

BELTZ, ERVINE.

(Standing, Left to Right)

LOHBECK, ARTHUR H.

THEILE, GEORGE R. (Instructor)

HEIMANN, RALPH W.

(Squating, Left to Right)

LOWRY, RADON S.

BOLTIS, ALVERNON J.

MAAG, ROBERT E.

(Standing, Left to Right)

D'ANDREA, EUGENE P.

ROBERTS, H. H. (Instructor)

BEYERS, WILLIAM J.

(Squating, Left to Right)

COWLEY, WILLIAM E., JR.

BURRELL, GEORGE E.

(Standing, Left to Right)

KUCK, HOMER R.

HOTALING, JOHN C. (Instructor)

LOW, GEORGE R.

(Squating, Left to Right)

LUCE, DOUGLAS T.

GRIFFIN, ROSS S.

(Standing, Left to Right)

KUYKENDALL, JIM L., 1st Lt.

WILBUR, J. S. (Instructor)

LATHREM, HAROLD M.

(Squating, Left to Right)

GUISEWITE, MYROW L.

HAM, HENRY F.

BENEAR, B.

(Standing, Left to Right)

BIGELOW, JOHN A.

HEAP, KENNETH L. (Instructor)

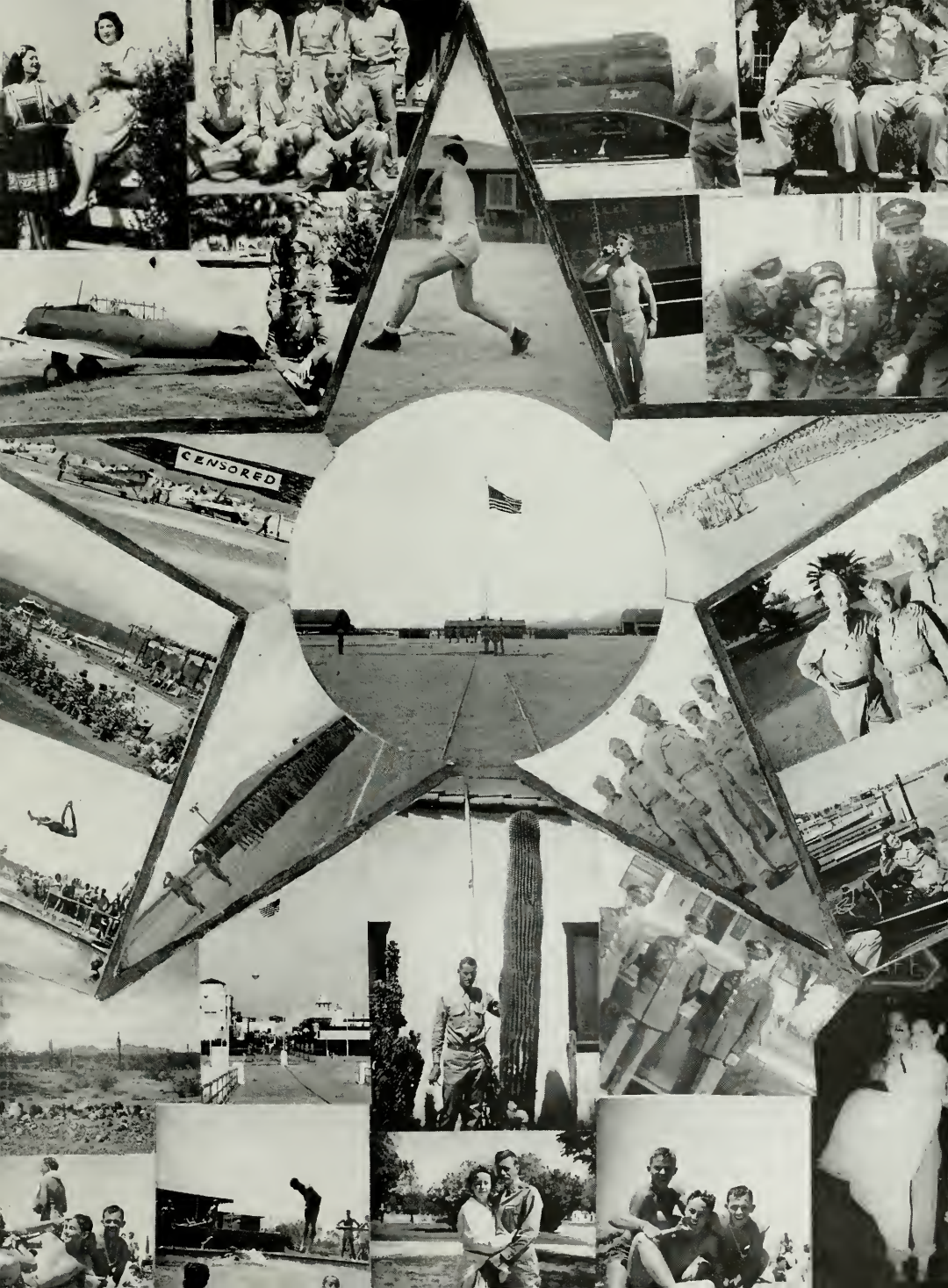
KOVACK, JOHN J.

(Squating, Left to Right)

DUNNING, CHANTRY W.

LEMONS, LEO E.

LYALL, JOHN R.


CENSORED

Section Commander
SHEILDS B. CRAFT

Flight Commander
F. JAMES RITTER

Section Commander
GEORGE H. BENTER

"F" Flight

CLIMBING HIGH INTO THE SUN

(Standing, Left to Right)

PAULEY, WILLIAM R.

TAYLOR, J. NEIL (Instructor)

PETERS, LLOYD A.

(Squating, Left to Right)

MORTIMEYER, JR., PERCY E.

MELLINGER, CHARLES D.

McINTYRE, RICHMOND

(Standing, Left to Right)

PATTERSON, JAMES A.

JARRETT, G. (Instructor)

MORTON, CHARLES D.

(Squating, Left to Right)

OVERBECK, SAM W.

NUTTER, THOMAS A.

MOORE, GEORGE W.

(Standing, Left to Right)

MERRILL, DANFORTH N.

KROLL, HARRY C. (Instructor)

MONTGOMERY, DAVIDS

(Squating, Left to Right)

MASTERSON, KENNETH R.

NEELY, ROGER C., JR.

OTTE, CLARENCE F.

(Standing, Left to Right)

MYL, JAMES A.

MILLER, ROBERT P. (Instructor)

MADSEN, H. J.

(Squating, Left to Right)

MARY, VIRGIL J.

ORR, BENJAMIN F.

O'NEAL, GARRETT C.

(Standing, Left to Right)

PHALEN, CHARLES J.

INNES, HAROLD F. (Instructor)

MORRISSETTE, WALLACE A.

(Squating, Left to Right)

O'DELL, GEORGE D.

OLSON, ROBERT A.

MARTIN, KENNETH R.

(Standing, Left to Right)

O'BRIEN, CHARLES F.

OLSON, EARL L. (Instructor)

MINSON, JOSEPH R.

(Squating, Left to Right)

MORGAN, WAYNE D.

PERRY, ALEX G.

PICKETT, JOHN S., JR.

(Standing, Left to Right)

MacARTHUR, JOHN D.

GARDNER, LEO (Instructor)

MOORE, CARL W.

(Squating, Left to Right)

DAVIS, JAMES P.

KARP, WILLIAM

(Standing, Left to Right)

O'MARA, OLIVER E., JR.

KRUG, L. M. (Instructor)

PEREZ, WILLIAM R., JR.

(Squating, Left to Right)

NEUSCH, DONALD F.

OLINGER, JOSEPH C.

McNEIL, JAMES D.

(Standing, Left to Right)

LITTREL, JACKSON S., 1st Lt.

DALBY, JAMES M. (Instructor)

KELLY, MARSDEN G., Capt.

(Squating, Left to Right)

MARSHALL, DONALD R.

MARKS, JACK D.

(Standing, Left to Right)

MANN, OSCAR F.

SHAW, DONALD F. (Instructor)

MARKLEY, CARL H.

(Squating, Left to Right)

MARSHALL, EUGENE V.

PINKNEY, ROBERT P.

PINKERTON, ROBERT C. F.

(Standing, Left to Right)

PETERSON, JOHN W.

VAN LOAN, A. H. (Instructor)

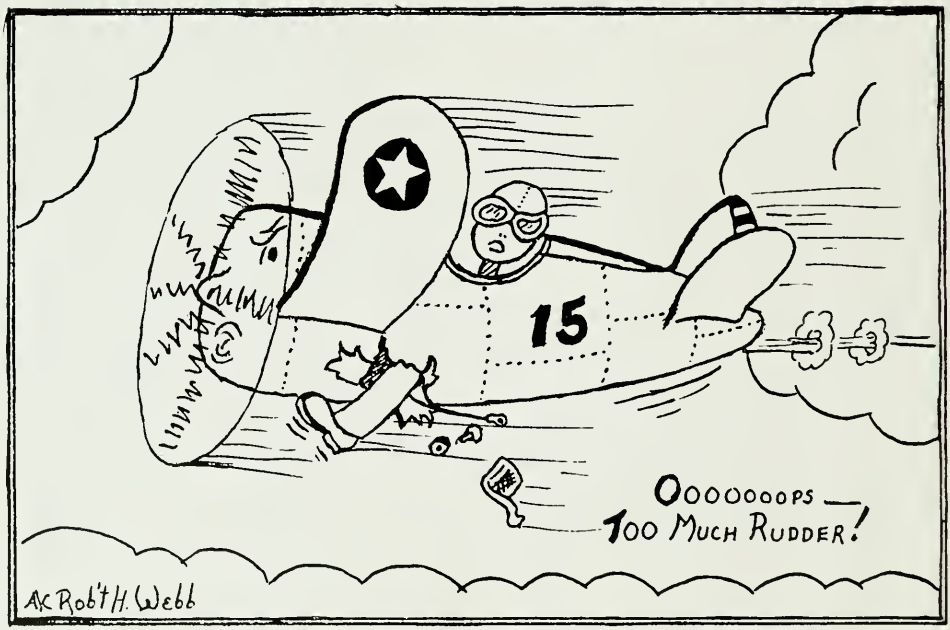
MORRISON, ROBERT L.

(Squating, Left to Right)

MITCHELL, CARL A.

MOSS, KERMIT C.

MIX, ARTHUR J., JR.



Section Commander
KNEELAND E. STONE

Flight Commander
KENNETH R. DIXON

Section Commander
ROBERT F. KIMBLE

"G" Flight

HERE THEY COME ZOOMING TO MEET OUR THUNDER

(Standing, Left to Right)

RINGHEIM, WILLIAM R.

CRAPUCHETTES, L. (Instructor)

PLOTECIA, SAM

(Squating, Left to Right)

REYNOLDS, JAMES K.

RACKER, HOMER E.

(Standing, Left to Right)

PREDMORE, DAHL B.

ROUNTREE, W. J. (Instructor)

PORTER, LAUREN D.

(Squating, Left to Right)

REMISZEWSKI, ALFRED

ROSS, BENJAMIN F.

POLLOCK, GEORGE W.

(Standing, Left to Right)

POPE, WILLIE H.

EWART, ROY (Instructor)

ROSKIN, ROBERT V.

(Squating, Left to Right)

POTTER, HUBERT L.

PURVIS, EDWIN

POPE, GEORGE

(Standing, Left to Right)

POST, MARSHALL S.

BOND, KENNETH P. (Instructor)

PRESCOTT, ARTHUR J.

(Squating, Left to Right)

READY, FOREST A.

RINGE, ROBERT L.

QUINTAVAL, FRANCIS R., JR.

(Standing, Left to Right)

ROSE, GERALD D.

WILBUR, ROBERT P. (Instructor)

POOLSTYRON, R.

(Squating, Left to Right)

RADECKL, LEO S.

RAISKEDAL, RAYMOND K.

(Standing, Left to Right)

ROBERTS, WILLIAM M.

CUNDELL, N. B. (Instructor)

REID, JAMES L.

(Squating, Left to Right)

PRINCE, JOHN P.

RHODES, HOWARD W.

PORTER, NATHAN D.

(Standing, Left to Right)

FONTANA, BERNARD C., 1st Lt.

McQUADE, JAMES (Instructor)

DE SALVO, VINCENT, 2nd Lt.

(Squating, Left to Right)

RAWLINS, ROBERT M.

POTTS, GEORGE G.

PURSELL, ROBERT E.

(Standing, Left to Right)

PLANTS, CHARLES E.

STONE, KNEELAND (Instructor)

REIGEL, WILLIAM H.

(Squating, Left to Right)

ROOME, CHARLES C.

PORTER, FRANK H.

(Standing, Left to Right)

RAKOWSKI, JAMES W.

NELSON, R. M. (Instructor)

ROSE, MORRIS A.

(Standing, Left to Right)

PORTER, HORACE S.

REYNOLDS, LESTER A.

(Standing, Left to Right)

POLVERNIE, ANTHONY

KROHNE, W. J. (Instructor)

ROUGON, Z. H., JR.

(Squating, Left to Right)

ROSENZWEIG, MORRIS

REYNOLDS, FRANCIS W.

ROBERTSON, HARMON E.

(Standing, Left to Right)

RESKIN, NORMAN D.

GAILEY, JAMES A. (Instructor)

ROSENTHAL, LESTER A.

(Squating, Left to Right)

PORTER, NELSON D.

RADKE, EDWARD F.

(Standing, Left to Right)

ROWDEN, JIM W.

GREEN, R. D. (Instructor)

ROTTLER, WILLIAM H.

(Squating, Left to Right)

REED, ROBERT H.

PISTER, WILLIAM E.

PLANTS, CHARLES E.

(Standing, Left to Right)

POMEROY, JACK F.

CONSAUL, R. W. (Instructor)

RANDOLPH, LLOYD K.

(Squating, Left to Right)

ROBERTS, WILLIAM J.

PRATER, ROBERT J.

(Standing, Left to Right)

ROTTLER, WILLIAM H.

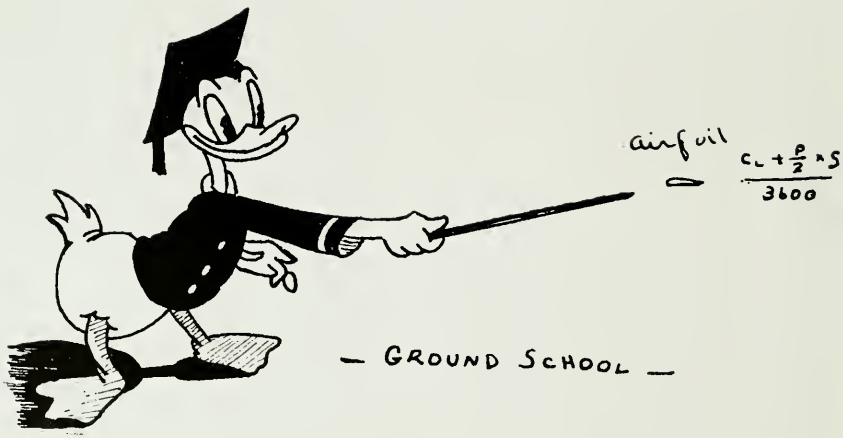
KIMBLE, ROBERT F. (Instructor)

ROWDEN, JIM W.

(Squating, Left to Right)

PISTER, WILLIAM E.

REAGIN, CHARLES T.



Section Commander
GEORGE I. NOAH

Flight Commander
D. CLYDE LINK

Section Commander
PAUL SANGER

"H" Flight

AT 'EM BOYS GIVE THEM THE GUN

(Standing, Left to Right)

ROMONOSKI, JOSEPH T.

SANGER, PAUL (Instructor)

SARNIAK, CHESTER

(Squating, Left to Right)

SMITH, GEORGE E.

(Standing, Left to Right)

SALSMAN, JOHN J.

BICKEL, JAMES M. (Instructor)

SCOTT, WILLIAM H., JR.

(Squating, Left to Right)

SANTILLI, ANTHONY A.

ZOKOSKY, WILLARD

TURK, SHELDON S.

(Standing, Left to Right)

SHARPE, EDWARD L.

KOFF, ALAN A. (Instructor)

WOJCIK, EWARD

(Squating, Left to Right)

STANLEY, CHARLES T.

SHAW, JOHN P., JR.

(Standing, Left to Right)

WUTCHIC, PAUL W.

LEEBRICK, R. W. (Instructor)

SEMENAK, JOSEPH E.

(Squating, Left to Right)

SHUR, JULIUS

STONE, RICHARD F.

SCOTT, ALBERT L.

(Standing, Left to Right)

SULLIVAN, H. D.

KINDOPP, K. L. (Instructor)

SMITH, WILLIAM R.

(Squating, Left to Right)

SOMERVILLE, EUGENE

SHAW, ROBERT W.

SIMONSON, FRED A.

(Standing, Left to Right)

SCHULTZ, DONALD A.

BEEBE, R. DAVID (Instructor)

RUTLEDGE, FLOYD L.

(Squating, Left to Right)

SHEER, MELVIN G.

STVELA, MARTIN H.

(Standing, Left to Right)

SHIVE, WAYNE H.

WHITESELL, R. (Instructor)

WOOD, THERON D.

(Squating, Left to Right)

WESTMORELAND, FRANK E.

WYLLIE, EDWIN K.

SMITH, CLYDE O., JR.

(Standing, Left to Right)

SAIED, KEMAL

PIERSALL, JOHN E. (Instructor)

(Squating, Left to Right)

SEKAVEC, GEORGE F.

SKRHA, JOHN R.

SIDEY, ELLIOTT J.

(Standing, Left to Right)

LANG, WILLIAM E.

NOAH, GEORGE I. (Instructor)

WLASCINSKI, EDMUND J.

(Squating, Left to Right)

TRUAX, FRED M.

(Standing, Left to Right)

SOKOLOWSKI, WLADYSIAW E.

BARRETT, JAMES (Instructor)

SPITLER, JAMES A.

(Squating, Left to Right)

SLEPICKA, KENNETH E.

SAIDLA, JOHN B.

WASSON, STUART L.

(Standing, Left to Right)

YOUNG, JOHN H., 1st Lt.

TULLY, HOMER (Instructor)

RICHARDS, JACK P., 2nd Lt.

(Squating, Left to Right)

SHOBE, JOSEPH N., JR.

RUSSELL, LEROY M.

SHORT, ROBERT R.

(Standing, Left to Right)

RUSH, DONALD E.

HOLMAN, RUDY J. (Instructor)

SEID, DANIEL J.

(Squating, Left to Right)

RUBY, HERBERT E., JR.

SMELTZ, KENNETH C.

SMITH, JOHN D.

(Standing, Left to Right)

SHOOBRIDGE, ROBERT R.

VILAS, ROBERT M. (Instructor)

SQUIRES, JUNIOR M.

(Squating, Left to Right)

SANFORD, ROBERT E.

SMITH, GLEN H.

(Standing, Left to Right)

SMALLEY, RICHARD A.

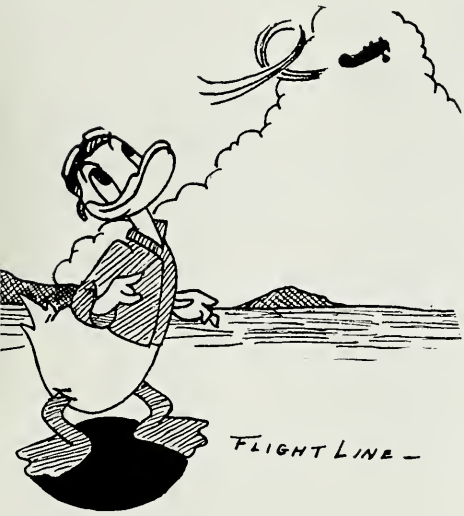
BUSBY, BUEFORD L. (Instructor)

SHARPE, EDWARD L.

(Squating, Left to Right)

SKUFCA, MATHEW R.

SIMPSON, CORDIA G.



(Not in Pictures)

DEAN, CLIFFORD G.

GLUTH, WILLARD L.

HILL, WALTER F.

INGWERSON, RICHARD M.

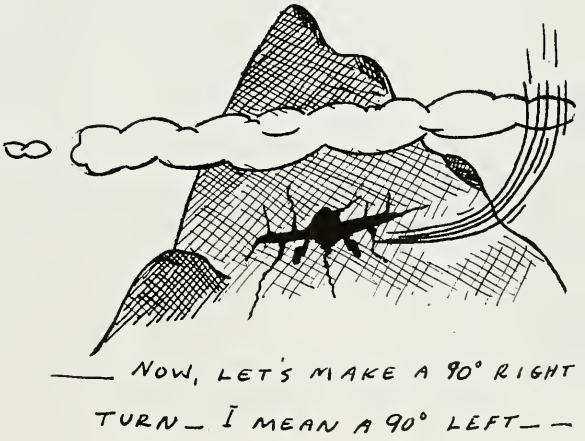
KLINGE-HOEFER, EDWARD

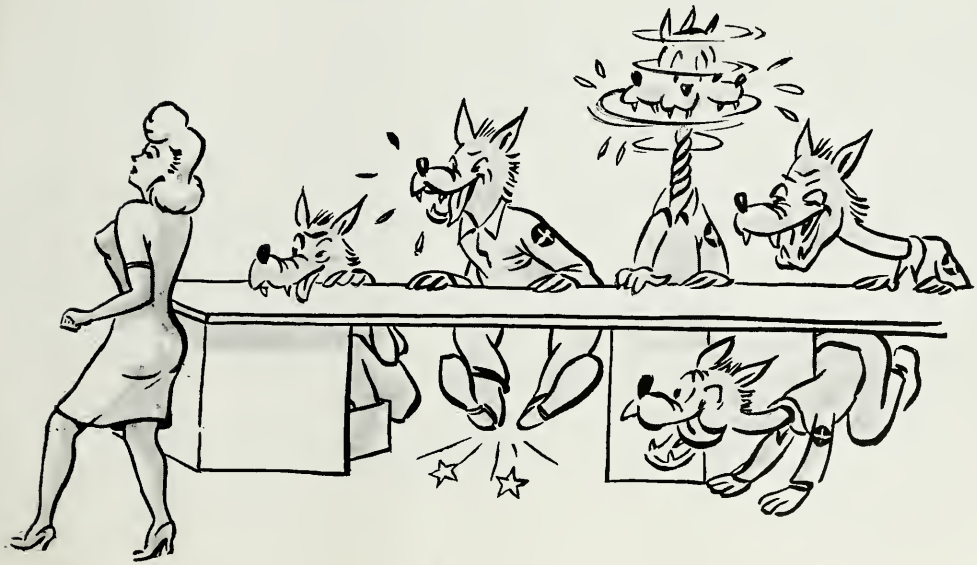
KNUTH, RUSSELL L.

LEWIS, WILLIAM H., JR.

McCLARD, EDMUND B.

McCULLY, PAUL, J., JR.

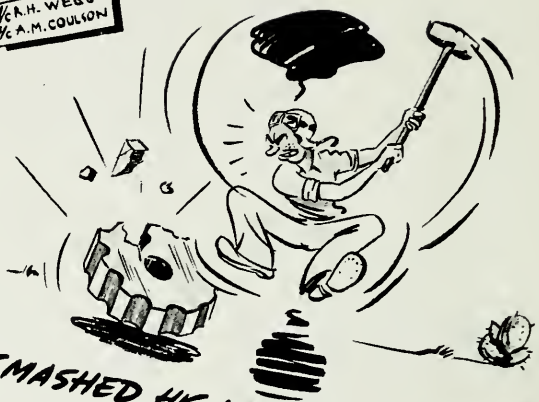


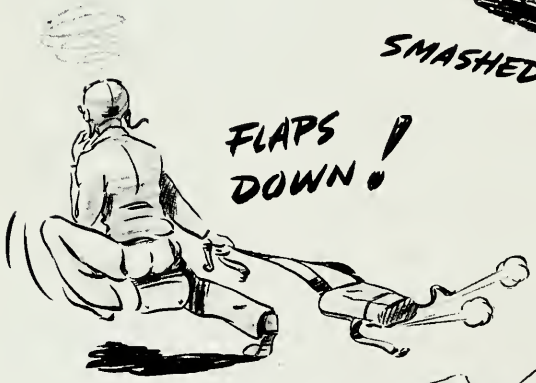


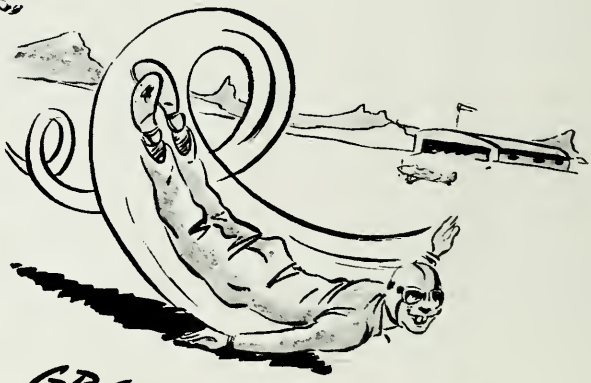
Who Said Cadets Were "Beavers"

STUPID STAN

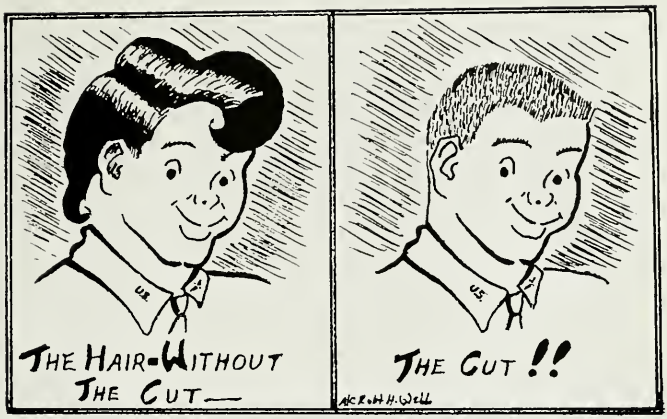
BY A/C A.H. WEBB
A/C A.M. COULSON





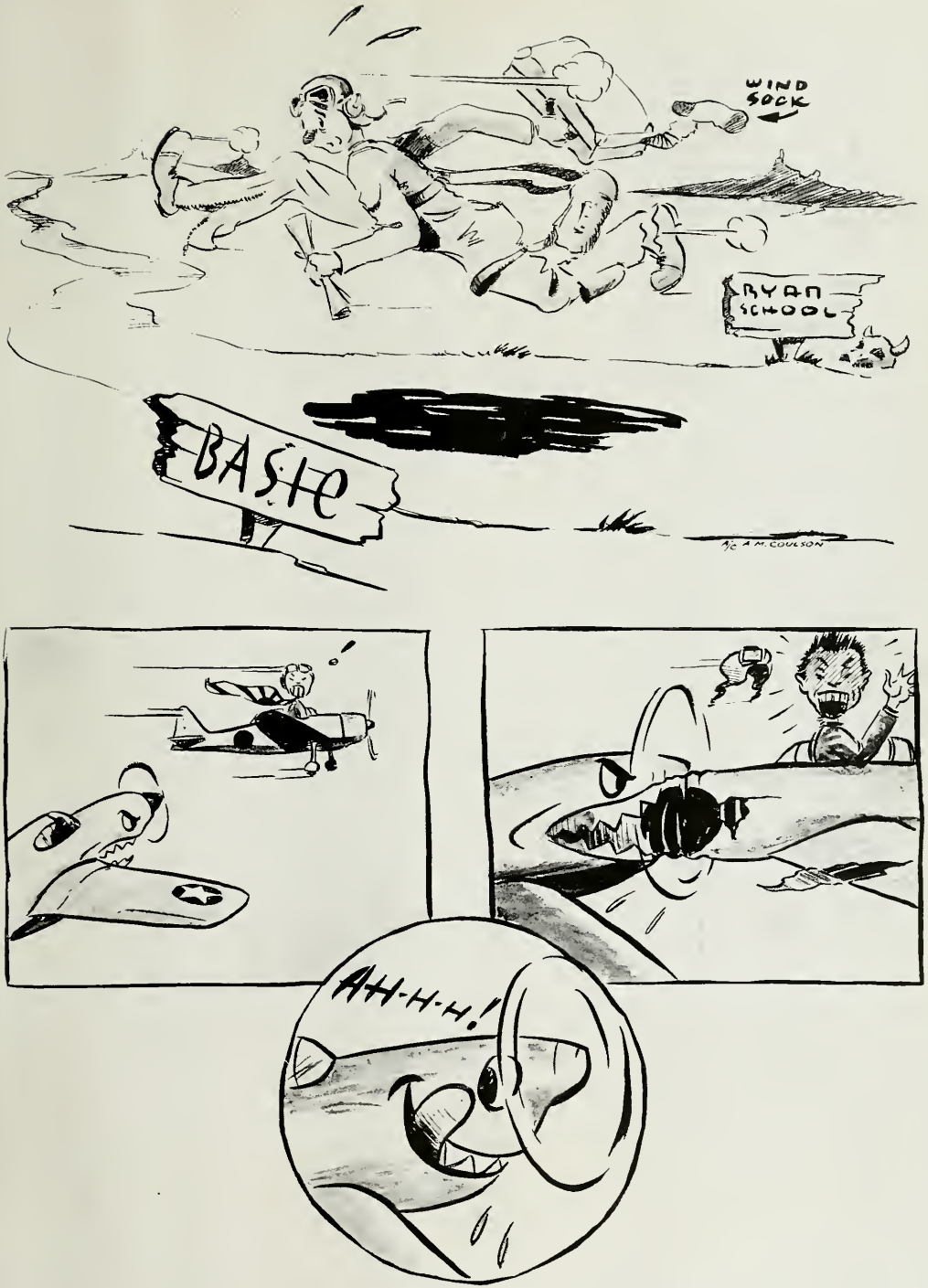


Lest We Forget



Our Flying at Primary Is Over

Now For A Crack At Basic 48 147


WIND SOCK
RYAN SCHOOL
BASIC
A/C A.M. COULSON
AH-H-H-H!

48 147

A.C. Robt H. Webb

Windsock

CLASS 43-K

Published by the Aviation Cadets of Class 43-K, 11th Air Forces Flying Training Detachment, Ryan Field, Tucson, Arizona

Niels C. Jensen

Supervisors

Wm. G. Howsmon
2nd Lt., A. C.

Edwin W. Seager
2nd Lt., A. C.

Editor

A/C Niels C. Jensen

Cartoonist

A/C A. M. Coulson

Cover Design

A/C A. M. Coulson

DEDICATION

General Arnold

WE, THE CLASS OF 43-K, respectfully dedicate this classbook to General Henry H. Arnold. • Known as the Spark Plug of the United States Army Air Force, he has been furthering the cause of Airmen and Aviation since 1911. As an airman's general, he has our unquestioning faith and loyalty.

VICTORY THRU AIR POWER

TO CLASS 43-K

Keep fit! The instruction which you have received in primary and the training you will get in basic, advanced and transition will be of no value unless you are able to "take it" in the broadest sense of the word.

If you are mentally and physically conditioned for combat during your training period, you will be prepared to withstand all that the enemy has prepared for you.

Don't let your mind or your body be slack now because you will need every ounce of both brains and brawn when you reach the combat zone.

DEAN D. CONARD
Captain, Air Corps,
Commanding

FLYING TRAINING

EDWIN R. BANE, CAPT., A. C.
Executive Officer

LEE A. GARNER, CAPT., A. C.
Director of Flying Training

REMEMBER MEN . . .

. . . —next to the debt of loyalty owed to the nation he serves, a pilot's greatest obligation is to his instructor, for it is he who has made possible the realization of air mastery by the individual.

Perfection and complete mastery of the art as well as ruthlessness and discipline are essential qualities for self-preservation when in combat. Remember well, then, the basic fundamentals you have learned and "fly 'em like you're taught."

EDWIN R. BANE
Captain, Air Corps
Director of Training

TO THE CLASS OF 43-K:

YOU HAVE completed the first step to a big job. So far in your training you have had things to do which seem irrelevant and unnecessary, possibly even to the point of interfering with your training. You will do well to remember that the whole picture is not apparent to you as a student and that there will be many more such instances as you continue your training. Do not let them obscure the job which you have to do. Carry on and good luck!

LEE A. GARNER,
Captain, Air Corps
Director of Flying

ROBERT J. KERLINGER
Civilian Director of Flying

PETER A. LARSON
Group Commander

COMMANDANT OF STUDENTS

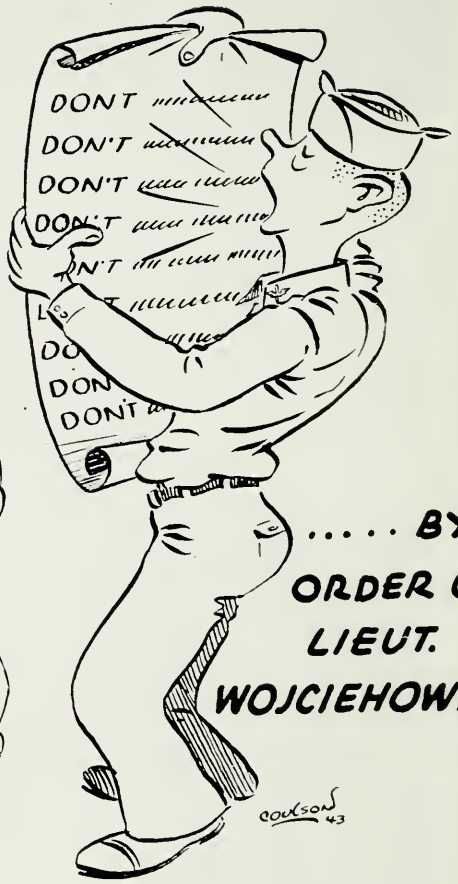
ROMAN J. WOJCIEHOWSKI
2nd Lt., A. C.
Commandant of Students

TO CLASS 43-K

IT IS with great gratification that I take this occasion to congratulate each of you for the record you have made during the primary phase of your flight training. You have accomplished a difficult job in an admirable manner. However, it is essential that you remain constantly aware that you have only completed the foundation of your flying career.

It has been a pleasure to work with your class, and your fine cooperation has been appreciated by me and the officers of the Cadet Detachment.

Good luck, and GIVE 'EM HELL!



TOURS!

LEE WILLIAMSON
1st Lt., M.C.
Surgeon

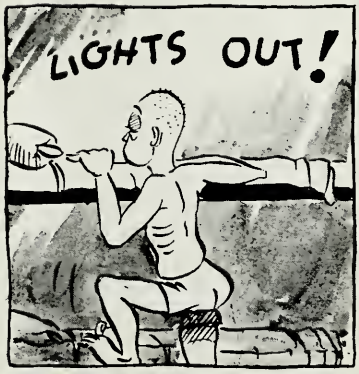
MEREDITH B. FLANNIGAN
1st Lt., M.C.
Assistant Surgeon

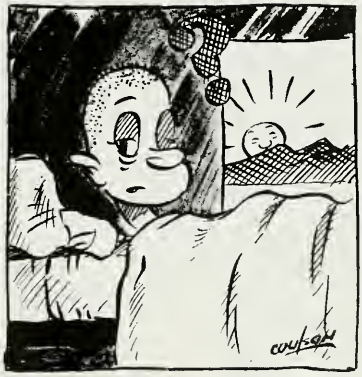
HERE at Ryan Field you began the struggle to adjust to a new environment above the earth's surface. By the most advanced scientific methods, you have been selected as having those special physical and mental qualifications, resistant to the stresses of military aviation.

You who have completed the primary phase of training have shown that the evaluation of your attributes was correct. As you go from here to basic and then to advanced training you will meet with increasingly difficult problems; however, you may have full confidence in knowing that whatever it takes you have it, and that by continuing to apply yourself as you have done here, nothing can stand in the way of attaining the goal you have set for yourself.

LEE WILLIAMSON
1st Lt., M. C.
Surgeon

.. A NIGHT AT RYAN ..





GROUND SCHOOL INSTRUCTORS

DIRECTOR

AIRPLANES
WEATHER

NAVIGATION
IDENTIFICATION

MR. MATSON

MR. HORTON

MR. DACH

MR. THERRIEN

MR. CONWAY

MR. WILLETT

MR. ULM

MR. PYE

ENGINES

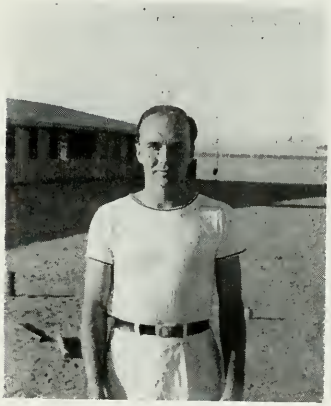
CLERK

ENGINES

WM. G. HOWSMON, JR.
2nd Lt.. A.C.
Athletic Officer

VASCO L. PUCCI
2nd Lt., A. C.
Assistant Athletic Officer

PHYSICAL TRAINING

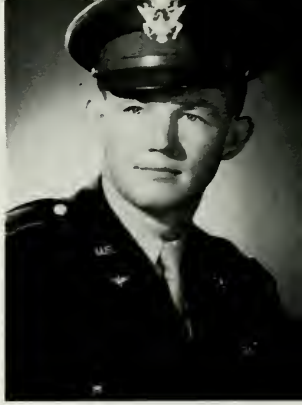


WILLIAM F. JAMESON
Master Sergeant, A.C.
Assistant Physical Training Director

SICK, LAME and LAZY!

EDWIN R. BANE
Capt., A.C.

LEE A. GARNER
Capt., A.C.



ALVIN R. HOLMAN
1st Lt., A.C.

FLYING OFFICERS

DEAN D. CONARD, CAPT., A.C.
Commanding Officer

CARL H. MEYERHOLTZ
2nd Lt., A.C.

NORMAN R. ECHORD
2nd Lt., A.C.

PHILIP M. PHILIBOSIAN
2nd Lt., A.C.

JOHN F. WEAR, CAPT., A.C.
Adjutant

J. D. KELLER, 2ND LT., A.C.
Personnel Officer

TACTICAL OFFICERS

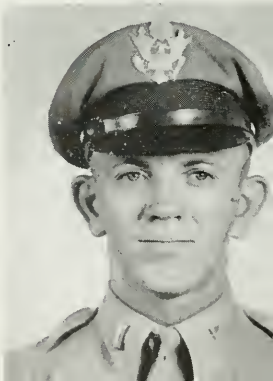
WM. G. HOWSMON, JR.
2nd Lt., A.C.

EDWIN W. SEAGER
2nd Lt., A.C.

WILMER M. HAMMOND
2nd Lt., A.C.

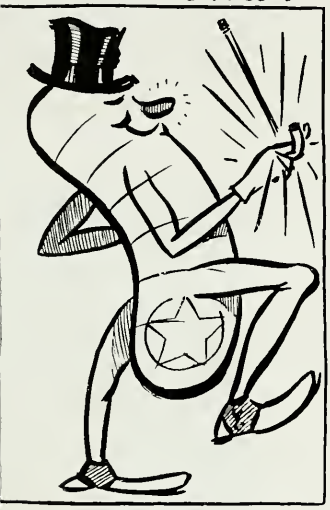
NORVILLE W. JASPER
2nd Lt., A.C.

IRVING W. BRAYER
2nd Lt., A.C.



DID'JA EVER SEE?

A WING STRUT

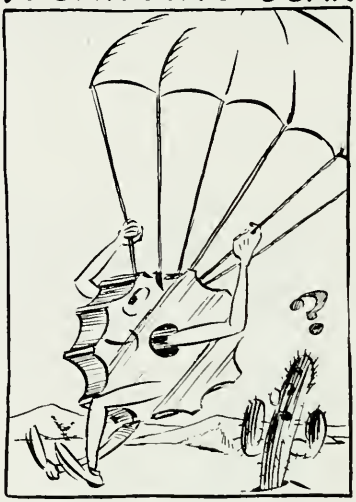


A DUST DEVIL

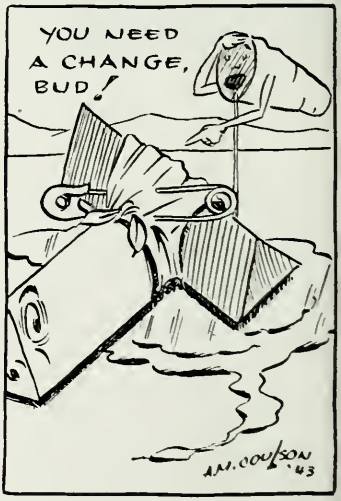
A JOY STICK

A PROP WASH

A LANDING GEAR



A TEE CHANGE



McClure B. Ramsay, Capt., A.C.
Commanding Officer, Air Depot Det.

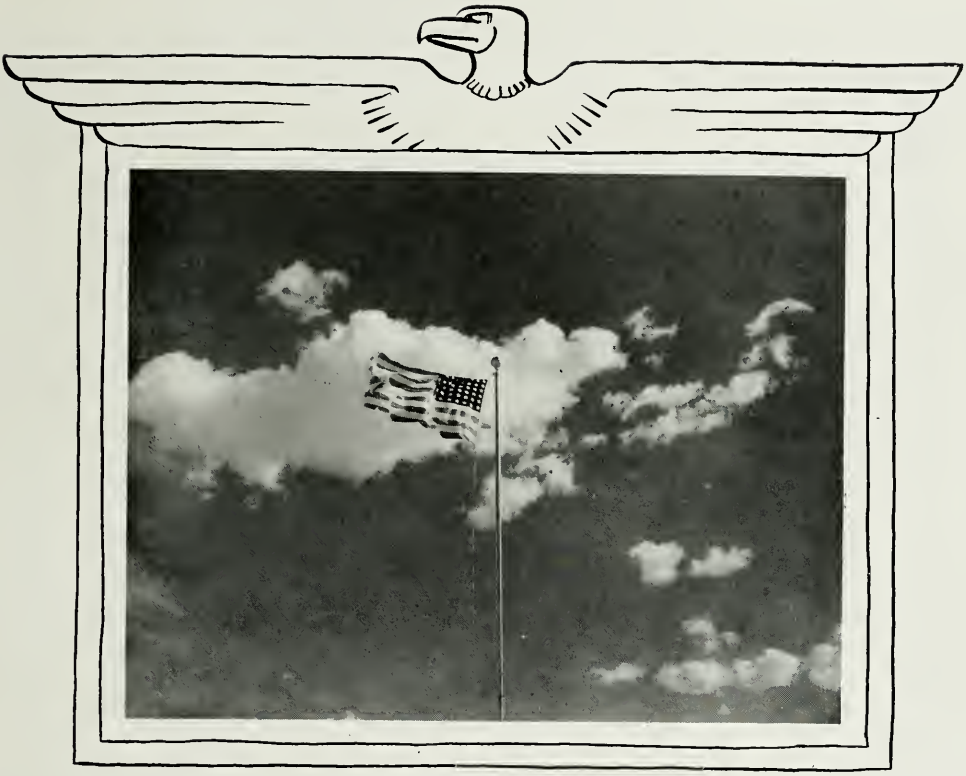
AIR DEPOT DETACHMENT

Chester F. Perkins, 2nd Lt., A.C.
Supply Officer

MOST of you Cadets know but little of the Air Depot Detachment since its personnel seldom comes in contact with you except, for example, to issue flying equipment when you arive. In addition to flying equipment, which is only a minor phase of its function, it is accountable for every airplane and other piece of Army equipment on the field. The detachment represents a service gladly rendered to you in cooperation with the other units on this field so you may proceed to Basic, then Advanced, and then on and on to those things which you will most surely do so that this world may once again be a fit place for all of us and our posterity to live in.

McClure B. Ramsay.
Captain, Air Corps,
Commanding.

8



Ad astra per ardua pro patria

A PARODY BY KAYDETS SMITH, SWEAT, WILKES & STEINBERG

Sung to the tune of Arthur Murray Taught Me Dancing

Life was so peaceful at Ryan,
Life was so calm and serene,
Life was tres gay,
Till that unlucky day
A check-rider came our way.

Why did I slip her so often?
Why did I climb her that way?
Why, or why, did I ever try?
When I didn't have the talent,
Didn't have the feeling
And our instructors DID NOT HAVE THE TIME

Our instructors taught us flying in a hurry,
We had nine weeks to spare
They taught us the ground work, the flying around work
And told us to take it from there.

Our instructors then advised us not to worry,
It would come out alright.
To my way of thinking, it came out stinking.
I don't know a climb from a glide.

The planes around me can all spin,
A one and a two and a three.
But any resemblance to spinning—
Is strictly coincidental with me.

Cause our instructors taught us flying in a hurry.
They told us to take a chance.
I gave him a right turn,
Oh boy, did that guy burn,
I ain't got that FEEL in my pants.

Section Commander
J. CLAYTON GIBSON

Flight Commander
JAMES TATE

Section Commander
LLOYD A. DIDDY

"A" Flight

LT. WHITE, D. L.

HOMER S. HOYT (Instructor)

LT. MULALLY, E. D.

BAILLARGEON, E. L.

COULSON, A. M.

ADAMS, P. W.

BARNES, G. J.

FRANK GIORDANO (Instructor)

BRAUN, H. K.

FREEDMAN, W. J.

AMY, R. M.

DRUMMOND, O. E.

ALEXANDER, L. B.

GEO. A. HONDEK (Instructor)

DANIELS, J. C.

DASHINE, P.

BOLAND, C. T.

EDWARDS, W. C.

BROWN, N. H.

R. R. CUMMINGS (Instructor)

AGENBROAD, C. J.

BROOKS, J. R.

DURANT, D. N.

BURNETT, A. F.

BRIGHT, G. A.

WM. G. HUTSON, JR. (Instructor)

FREEMAN, R. L.

COULOMBE, E. R.

ALVINO, E. L.

CIESLA, T. M.

COX, N. C.

K. H. JOHNS (Instructor)

BURNETT, W. L.

BROOK, E. S.

CURLAND, W. H.

ANDREW, W. M.

APPLER, R. A.

V. K. McKINLEY (Instructor)

COBB, F. A.

DAVIS, E. B.

DORFMAN, M. B.

FRIEDENBERG, J. C.

AUSTIN, R. M.

RALPH E. MILLER (Instructor)

FLACK, H. B.

BARNES, J. H.

DOLMAN, R. A.

COSGROVE, G. B.

ANDERSON, P. H.

FRANCE H. ROGERS (Instructor)

CLARK, J. B., JR.

DAILEY, J. G.

BEBAEFF, N. P.

DARLINGTON, H. R.

EDRINGTON, J. C.

ROBT. G. WINNER (Instructor)

BROWN, W. J.

COPELAND, P. J.

BOBBITT, C. R.

BECK, M. J. JR.

BOWERS, H. G.

JACOB I. SATHER (Instructor)

FIELDS, T. J.

AMES, C. B.

BRESLIN, F. J.

CHAPMAN, G. E.

COLEMAN, W. H.

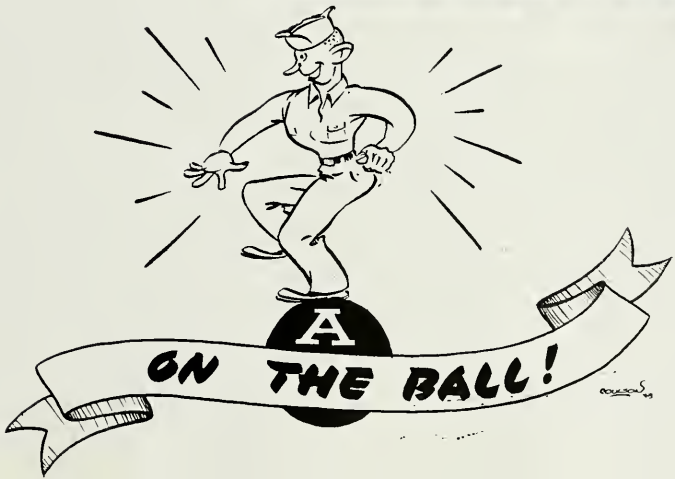
E. A. DUFFIELD (Instructor)

DYBDAHL, N. E.

DRAPER, R. W.

ALMONRODE, H. K.

FOSS, P. T.



THAT ISN'T EXACTLY WHAT I MEAN BY "CUTTING" THE MOTOR, MISTER!
HOW'M I DOIN', INSTRUCTOR?
I DUNNO - THIS IS MY FIRST RIDE!

Section Commander
F. J. RUSSELL TAYLOR

Flight Commander
MALCOLM L. LONGANECKER

Section Commander
JAMES C. BAILEY

"B" Flight

FRYE, J. C. JR.

H. G. HOLZGRAFE (Instructor)

JENSEN, N. C.

GALBRAITH, J. L.

KOCH, R. O.

LONGBOTTOM, C. A.

JAMES C. BAILEY (Instructor)

HERRMANN, G. D.

KRAUS, H. W.

KOTOWICZ, W. J.

F. R. CHALMERS, Jr. (Instructor)

GALYEN, R. L.

HORNIAK, M. L., JR.

KASHINO, J. J.

GRAY, D. J.

GEORGE, L. J.

L. S. COLEMAN (Instructor)

HANDLEY, J. R.

GARRETT, J. K.

LAWRENCE, F. A. JR

HEINEMANN, J. J.

KEARNS, M. F.

LT. STONE, H. Y.

C. H. HARVEY (Instructor)

HALL, R. O.

LT. SMITH, P. W.

KELLY, A. J.

HAMANN, E. D.

KUBA, C. W.

R. P. KESSLER (Instructor)

GUILLORY, P. S.

KINNEY, T. L.

LEWIS, A. M.

GUTCHESS, R. H.

KRAUS, H. W.

JULIAN, F. L.

H. W. LaMAY (Instructor)

GALWAY, J. J.

KILLIAN, A. L.

HAZZARD, J. R.

GREUBEL, E. E.

GRIFFIN, J. J.

A. K. MOVITZ (Instructor)

HARTLEY, G. G.

GRIFFIN, B. W.

HUMBLE, S. A.

GREEN, F. B.

KISS, R. P.

ERNEST A. NIECK (Instructor)

GRAYSON, M. W.

HOBERG, R. R.

JONES, J. A.

HALL D. R.

JOSEPH, R. A.

LOUIS E. STUTTER (Instructor)

KRAMER, M. E. JR.

HOWE, R. E.

HART, H. E.

JONES, R. J.

LINDEMAN, R. P.

OMAR A. WALKER (Instructor)

KESTERSON, E. V.

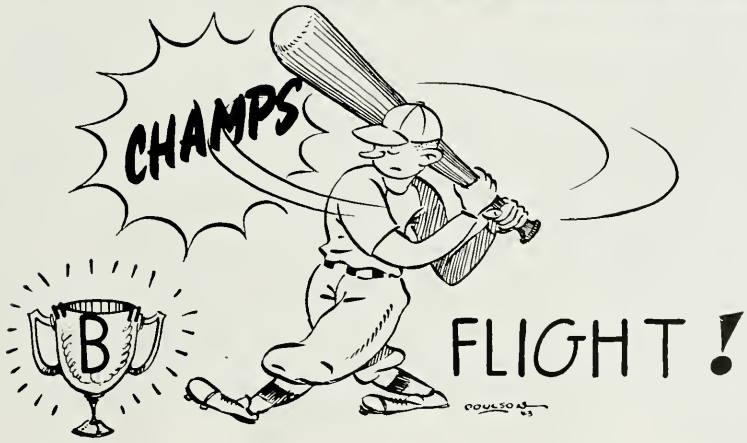
KOECK, R. A.

KEIM, H. C.

HANSON, D. L.

GRABAN, J.

R. T. J. TAYLOR (Instructor)



GROUP I
TRNG. SQDS. I & II
CADET
READY ROOM

Section Commander
J. PALEN HUDGIN

Flight Commander
CLARENCE L. PRESCOTT

Section Commander
EDWARD D. D'ARI

"C" Flight

LUCE, R. W.

IVAN L. ANDERSON (Instructor)

MILLER, E. H.

MERCER, R. S.

MOSS, R. M.

MEYERS, G. W.

ORCHITUK, M. F.

C. LEROY BROWER (Instructor)

PATCHEN, E. W.

O'TOOLE, L. A.

OXLEY, D. D.

SANBORN, A. B.

A. C. CHRISTENSEN (Instructor)

SCHIEVE, E.

RUCKER, D. M.

RUSSELL, R. F.

ROWE, J.

ROGERS, G. M.

G. A. DONNADIEU (Instructor)

LT. POWERS, D. R.

ROUSSEAU, R. P.

MILLER, E. H.

ROSENBERG, L. L.

MOREING, J. A.

I. ARTHUR JONES (Instructor)

MILLS, R. E.

MOONEY, R. J.

ROGERS, J. L.

MORFITT, G. L.

MARTENS, E. J. JR.

Wm. O. KEENEY (Instructor)

NEWBERRY, F. L.

NEW, G. L.

NOEL, P. R.

OHWILER, D. R.

PIVO, R.

CLAIR E. KEOUGH (Instructor)

MORTON, W. L.

McGEHEE, O. R. JR.

NEWLIN, J. R.

McCLELLAND, K. B.

SHAW, D. L.

WAYNE M. ROGERS (Instructor)

SMITH, W. H.

MC CULLAR, J. H. J.

SCOTT, F. W.

MC CLURE, J. F.

NELSON, A. T.

J. R. RUTHERFORD (Instructor)

NEUBERT, J. A.

MUMMEY, J. F.

MUNSON, A. H.

SHEDLARZ, E.

PREGMON, W.

H. QUINN STOKES (Instructor)

RANDALL, E. C.

RASMUSSEN, B. G.

REEVES, R. C.

RAWLINGS, R. H.

REILLY, J. R.

JOY M. WEST (Instructor)

MARTIN, R. F. JR.

RICHMOND, H.

McGONAGLE, J. J. JR.

LT. POWERS, D. R.

McGRATH, J. E.

ROY EWART (Instructor)

MALKIEWICZ, F. S.

MAYON, A. K.

MILLER, M.

THE LUCKY DOZEN!

Section Commander
J. H. PICK MACY

Flight Commander
CHARLES E. TAFT

Section Commander
HOMER M. TULLY

"D" Flight

WAGNER, L.

ABELL, GEORGE C. (Instructor)

ST. JOHN, D. E.

WILKES, A.

WATSON, W. L.

WRIGHT, W. G.

BALLARD, E. D. (Instructor)

THOMAS, F. G.

WISNER, A. J.

SIMS, R. E.

TACHICK, G. E.

BEAMISH, H. S. (Instructor)

WOODS, W. H. JR.

SMITH, E. R. JR.

WINDISCH, W. P.

SORRENTINO, P. A.

YEARSLEY, R. M.

SMITH, D. E. (Instructor)

WEBB, J. S.

WAGNECZ, W. G.

STEINBERG, A.

WEISS, C. F. JR.

DOLLAHITE, J. D. (Instructor)

YOUNGMARK, D. E.

UNDERWOOD, G. E.

STELLJES, L. V.

STULTZ, E. L.

DOWLING, PAT C. (Instructor)

YOUNG, T. C.

SMITH, W. H. JR.

SWEET, A. R.

SIMS, J. R.

STANGER, W. T.

HARRIS, GEO. N. (Instructor)

LT. WEIDENBUSCH, H. A.

ZIMET, A.

SHORTLIDGE, J. B.

WEISE, G. W.

TAYLOR, W. C.

HUCKER, JOE W. (Instructor)

WIRTH, J. S.

STORY, G. H.

ZIRBEL, R. L.

STARKEY, A. L. JR.

WHITE, N. C.

MATHENY, V. D. (Instructor)

WADE, F. J.

WOODRUFF, H. W.

WILLS, G. H.

STEPHENSON, J. C.

JATHJEN, JACK R. (Instructor)

SNODDY, J. E. JR.

STODDART, H. A.

WELKER, C. H., JR.

SPEARS, A. C.

BOB DARLING (Instructor)

YOST, H. P.

WATSON, J. L.

YERKLEY, D.

ST. LAURENT, B. C.

JOHN E. PIERSAL (Instructor)

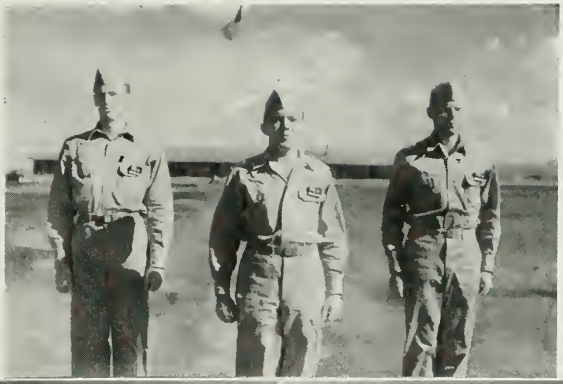
VENDETTA, R. N.

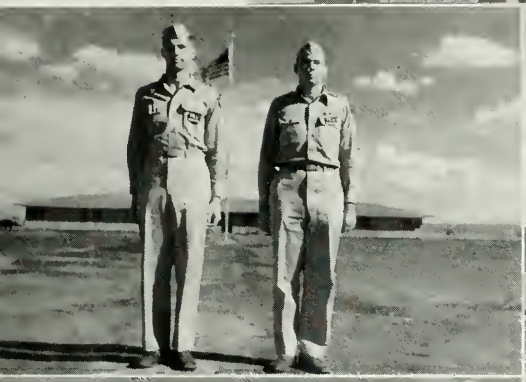
YARYAN, R. H.

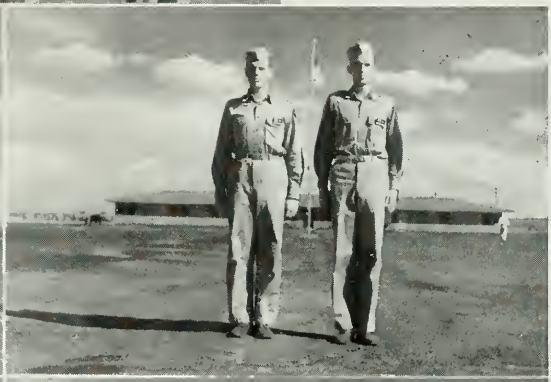
WILLIS, D. D.

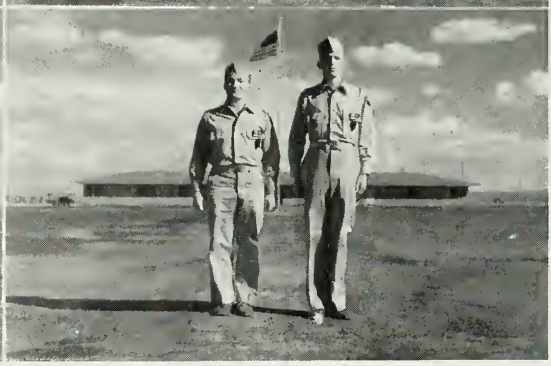
WORRELL, E. E.

CADET OFFICERS









WING

Commander - - - Brown, N. W.
Adjutant - - - - Dailey, J. G.
Sergeant Major Green, F. B.

SQUADRON I

Commander - - Herrmann, G. D.
First Sergeant - - - Jensen, N. C.

SQUADRON I

Commander - - - - Welker, C. H.
First Sergeant - - - - Shaw, D. L.

FLIGHT LIEUTENANTS

A—Clark, J. B., Jr. B—Hamann, E. D. C—Martens, E. J. D—Watson, W. L.

GADDIN' WITH A GADGET

AT RYAN!

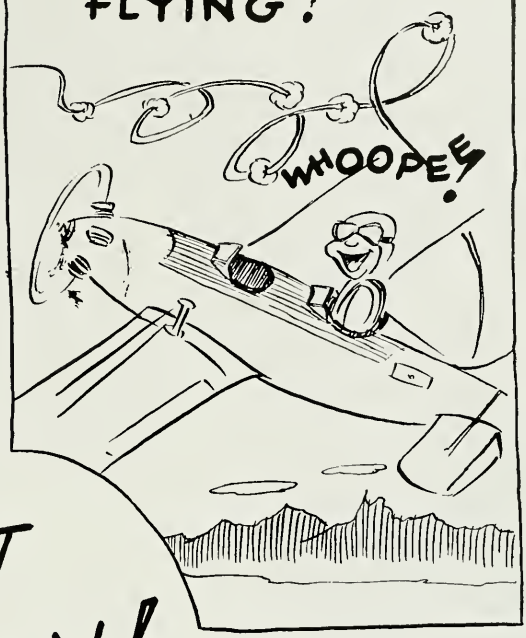
by COULSON '43

PHYSICAL TORTURE!

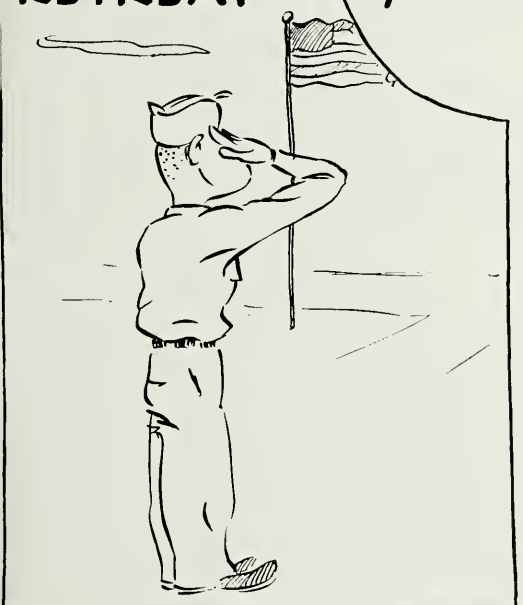
PUSH-UP — IN THE FOLLOWING MANNER.

FLYING!

WHOOPEE!

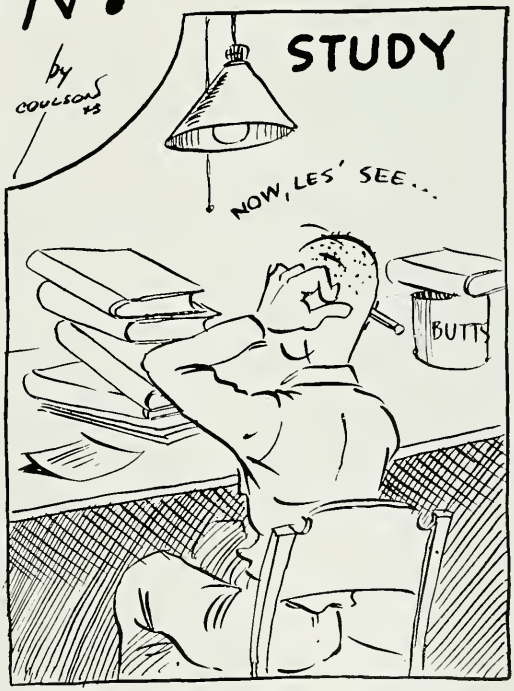


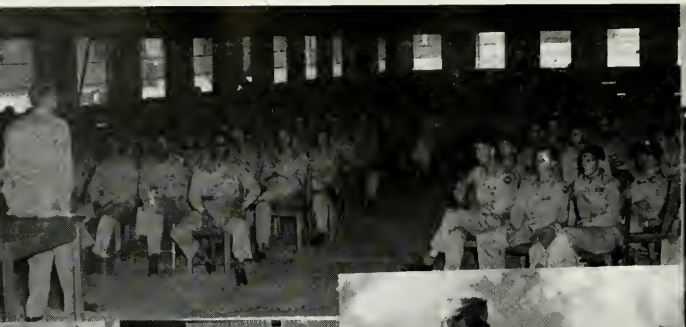
RETREAT



STUDY

NOW, LES' SEE...





43-K ROSTER

Adams, Phillip Warren - - - - - - Los Angeles, Calif.
Agenbroad, Clifford James - - - - - - Nampa, Idaho
Alexander, Lucian Barton - - - - - - - Portland, Ore.
Almonrode, Hollis K. - - - - - - - - - Hatfield, Ark.
Alvino, Ernest Louis - - - - - - - - - Newfield, N. J.
Ames, Carl Bill - - - - - - - - - - - - - Eagle, Idaho
Amy, Robert Manual - - - - - - Battle Creek, Mich.
Anderson, Oliver Hans - - - - - - - - - Omaha, Neb.
Anderson, Paul Harold - - - - - - - - - Boone, Iowa
Andrew, William Marion - - - - - - Shoshone, Idaho
Appler, Robert Archer - - - - - - Hot Springs, Ark.
Baillargeon, Ernest Lawrence - - - Los Angeles, Calif.
Austin, Richard Milton - - - - - - Seal Beach, Calif.
Barnes, Gerald James - - - - - - - - - Oroville, Calif.
Barnes, James Harrison - - - - - - Los Angeles, Calif.
Bebaeff, Nick Pete - - - - - - - - Los Angeles, Calif.
Beck, Martin John - - - - - - - - Los Angeles, Calif.
Bobbitt, Charles Rufus
Boland, Carl Thomas - - - - - - - - E. Syracuse, N. Y.
Bowers, Hal Gregory - - - - - - - - Cleburne, Texas
Braun, Harold Kurt - - - - - - - - - - St. Louis, Mo.
Breslin, Francis James - - - - - - - - Harrisburg, Pa.
Bright, Gerald Allen - - - - - - - - New York, N. Y.
Brook, Eugene Sherwood - - - - - - Los Angeles, Calif.
Brooks, Johnnie Warren - - - - - - Fayetteville, Ark.
Brown, Ned Halstead - - - - New Smyrna Beach, Fla.
Brown, William Jefferson - - - - - - - Decatur, Ohio
Burnett, Albert Franklin - - - - - San Antonio, Texas
Burnett, William Lee - - - - - - - - - Boreing, Ky.
Brumley, John Keaton - - - - Huntington Park, Calif.
Brzozowski, Peter Francis - - - - - - - Dayton, Ohio
Chapman, Glenn Eugene - - - - - - - Burbank, Calif.
Ciesla, Thaddeus Mathew - - - - West Warwick, R. I.
Clark, John Buren, Jr. - - - - - - - - Fairmont, N. C.
Cobb, Frederick Arthur - - - - - - - Fort Smith, Ark.
Coleman, William Harold - - - - - - Mishawaka, Ind.
Copeland, Phillips Jerome - - - - - - - Rialto, Calif.
Cosgrove, George Byron - - - - - - - Blackfoot, Idaho
Coulombe, Edgar Rene - - - - - West Haven, Conn.
Coulson, Alvis Max - - - - - - - - - - Muncie, Ind.
Cox, Norman Clyde - - - - - - - - Natchitoches, La.
Curland, William Harold - - - - - - LaCanada, Calif.
Dailey, John Gregory - - - - - - - - Pasadena, Calif.
Daniels, John Charles - - - - - - - - Puyallup, Wash.
Darlington, Henry Rose - - - - - - Des Moines, Iowa
Dashine, Paul - - - - - - - - - - - Rutherford, N. J.
Davis, Earl Byron - - - - - - - - - Tawas City, Mich.
Dolman, Richard Arthur - - - - - - - Temple, Okla.
Dorfman, Mathew Bernard - - - - - Los Angeles, Calif.
Draper, Robert Ward - - - - - - - - - Burbank, Calif.
Drummond, Otis Earl - - - - - - - - - - Rome, Ga.
Duddy, John Martin - - - - - - - - - - Leroy, N. Y.
Durant, Daniel Norgert - - New Martinsville, W. Va.
Dybdahl, Norman Eldon - - - - - Minneapolis, Minn.
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Edwards, Wayne Cameron - - - - - - - Kilbourne, La.
Egan, James John - - - - - - - - - - New York, N. Y.
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Flack, Henry Boyack - - - - - - - - Arlington, Mass.
Foss, Palmer Theodore - - - - - - Devils Lake, N. D.
Freedman, William Joseph - - - - - - Boston, Mass.
Freeman, Robert Lewis - - - - - - - Copperhill, Mass.
Freidenberg, James Charles - - - - - Columbus, Ohio
Frost, Hamilton - - - - - - - - - - Nashville, Tenn.
Frye, Jesse Caude - - - - - - - - - - Hartwell, Ga.
Galbraith, James Lee - - - - - - - Spring City, Tenn.
Galway, James Joseph - - - - - - - - Bristol, Conn.
Galyen, Robert Leslie - - - - - - - - Georgetown, Ill.
Garber, Bernard - - - - - - - - - - Brooklyn, N. Y.
Garrett, James Kenyon - - - - - - Silver Plume, Colo.
Gautz, John Conrad - - - - - - - Ottawa Lake, Mich.
George, Leo John - - - - - - - - - Attica, New York
Gergen, Herman John - - - - - San Bernardino, Calif.
Gozzi, Charles Clark - - - - - - - - - - Solvay, N. Y.
Graban, Joseph - - - - - - - - - - Campbell, Ohio
Gray, Donald James - - - - - - - - - - Clayton, N. Y.
Grayson, Milton W. - - - - - - - - San Francisco, Calif.
Green, Fred Blair - - - - - - - - - - Alhambra, Calif.

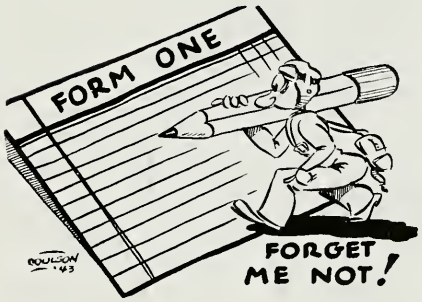
Greubel, Eugene Edward - - - - - - - Dunellin, N. J.
Griffin, Bernard William - - - - - - - - Austin, Minn.
Griffin, John Joseph, Jr. - - - - - - Holyoke, Mass.
Guillory, Paul Sam - - - - - - - - - - - Eunice, La.
Gutchess, Robert Hunter - - - - - Port Byron, N. Y.
Hall, Douglass Russell - - - - - - - - Lincoln, Maine
Hall, Robert Orrin - - - - - - - - - - Ponca City, Okla
Hamann, Ernest Detrick - - - - - Marshalltown, Iowa.
Handley, John Robert - - - - - - - - - - Chicago, Ill.
Hanson, David Laurel - - - - - - - - Milwaukee, Wis.
Hart, Herbert Earland - - - - - - - - - Canaan, Maine
Hartley, Gene Grayson - - - - - - - San Diego, Calif.
Hazzard, Thomas Robert - - - - - - - Millbrook, N. Y.
Heinemann, James John - - - - - - Sweetwater, Texas
Herrmann, Gilbert Dale - - - - - - - - Steward, Ill.
Hoberg, Richard Renold - - - - - - - - - - Peru, Ill.
Horniak, Michael Lawrence - - - - - Lakewood, Ohio
Howe, Robert - - - - - - - - - - - Wellsville, N. Y.
Humble, Solon Arnold - - - - - - - Los Angeles, Calif.
Indorf, Donald Louis - - - - - - - - Meridian, Conn.
Ivory, Charles Forrest - - - - - - - - Irvington, N. J.
Jensen, Niels Charles - - - - - - - - New York, N. Y.
Jones, John Aloysius, Jr. - - - - New York City, N. Y.
Jones, Roy James - - - - - - - - - - - Craig, Colo.
oseph, Robert Andrew - - - - - - - - - Toledo, Ohio
Julian, Forrest Le Roy - - - - - - - - Janesville, Wis.
Kashino, John James - - - - Woodlawn Beach, N. Y.
Kearns, Martin Francis - - - - - - - - - - Lynn, Mass.
Kein, Howard Clifton - - - - - - - - - - Peoria, Ill
Kelly, Aloysius Joseph - - - - - - - Philadelphia, Pa.
Kesterson, Elden Vance - - - - - - - - Fair Grove, Mo.
Killian, Alfred Luke - - - - - - - - - - Reading, Pa.
Kinney, Thomas Lawrence - - - - - - - Ironton, Ohio
Kiss, Rudolph Phillip - - - - - - - - Kingsport, Tenn.
Koch, Robert Owen - - - - - - - Martinsburg, W. Va.
Koeck, Robert Adolph - - - Cleveland Heights, Ohio
Konigson, Alvar - - - - - - - - S. Minneapolis, Minn.
Kotowicz, William John - - - - - - - - Syracuse, N. Y.
Kramer, Miles Edward - - - - - - - - - Emmaus, Pa.
Kraus, Harry Wilbert - - - - - - East Palestine, Ohio
Kuba, Carl William - - - - - - - - - - Santa Rosa, Calif.
Langan, John Martin - - - - - - - - Kansas City, Mo.
Langley, Claude Alexander - - - - - - Venice, Calif.
La Rock, Robert Ernest - - - - - - Ogdensburg, N. Y.
Lawrence, Frank Arnold, Jr. - - - - North Lubec, Maine
Lewis, Alvin Martin - - - - - - - - - Cleveland, Ohio
Lindeman, Robert Paul - - - - - - Terre Haute, Ind.
Longbottom, Conrad Allen - - - - - - Phoenix, Ariz.
Luce, Raymond Walter - - - - - - - Worcester, Mass.
McAllister, Francis Harold - - - - - - Holley, N. Y.
McClelland, Kenneth Burnell - - - - Laurelville, Ohio
McClure, James Francis - - - - - - - - - Flint, Mich.
McCullar, John Morrison - - - - - - - - Tupelo, Miss.
McGehee, Orin Ralph - - - - - - - - - - Atlanta, Ga.
McGonagle, Jr., John Joseph - - - - Somerville, Mass.
McGrath, John Edward - - - - - - - - Villa Park, Ill.
Malkiewicz, Frank J. - - - - - - - - Brooklyn, N. Y.
Martens, Edward John - - - - - - - - - - Chicago, Ill.
Martin, Rhett Felder, Jr. - - - - - - Anderson, S. C.
Maxon, Andrew Kennedy - - - - - - - - Norman, Neb.
Mercer, Robert Stanley - - - - - - Los Angeles, Calif.
Meyers, Gerald Walker - - - - - - - - Pittsburgh, Pa.
Mickelson, Allen Arthur - - - - - - - St. Paul, Minn.
Miller, Edward Harold - - - - - - - - Van Nuys, Calif.
Miller, Jesse Lorn - - - - - - - - - - - Elkville, Ill.
Miller, Morris - - - - - - - - - - - - Houston, Texas
Mills, Robert Edward - - - - - - West Hartford, Conn.
Mooney, Raymond Joseph - - - - - - - Lonsdale, R. I.
Moreing, James Arthur - - - - - - - - Stockton, Calif.
Morfitt, Gilbert Lyman - - - - - - - - Sheldon, Iowa
Moss, Roger Melzar - - - - - - - - - - Lamison, Ala.
Morton, Walter Linton - - - - - - Lonaconing, Md.
Mummey, James Francis - - - - - - - Chillicothe, Ohio
Munson, Allan Harvey - - - - - - - West Field, N. Y.
Nash, Murray Aaron - - - - - - - - Brooklyn, N. Y.
Nelson, Alvin Theodore - - - - - - - - Cadillac, Mich.
Nelson, Carl William - - - - - - - - - Buffalo, N. Y.
Neubert, Jerome Anthony - - - - - - - - Akron, Ohio
New, George Lawrence - - - - - - - Wilmington, Del.
Newbury, Fred LeRoy - - - - - - - - - Buffalo, N. Y.
Newlin, John Robert - - - - - - - Middletown, Ohio
Noel, Paul Robert - - - - - - - - - - - Nashua, N. H.
Olney, Donnia Abbon - - - - - - - - Baton Rouge, La.
Ohlwiler, Doyle Rulon - - - - - - - Los Angeles, Calif.
Orchituk, Michael Felix - - - - - - - - Chelsea, Mass.
O'Toole, Lawrence Anthony - - - - - - - Akron, Ohio
Oxley, Dan Dean - - - - - - - - - - Cogswell, N. D.
Patchen, Earl Wilson - - - - - - - - - Carlinville, Ill.
Pelletier, Hervey Adelard - - - West Warwick, R. I.
Pivo, Robert - - - - - - - - - - - - - Jamaica, N. Y.
Pregmon, Walter - - - - - - - - - - - Old Forge, Pa.
Randall, Edwin Clarence - - - - - - - - Kenosha, Wis-
Rasmussen, Bernard Gerald - - - - - - Brooklyn, N. Y.
Rawlings, Richard Henry - - - - - - South Bend, Ind.
Reeves, Robert Cooper - - - - - - - - Delanco, N. J.
Reid, Bertrand - - - - - - - University Heights, Ohio
Reilly, James Richard - - - - - - - - Wilmerding, Pa.
Richmond, Herbert Wilson - - - - - - - Painton, Mo.
Rogers, George Matthews - - - - - - - McColl, S. C.
Rogers, John Harold - - - - - - - - Haverhill, Mass.
Rosenberg, Leman Loeb - - - - - - - - - Atlanta, Ga.
Rousseau, Robert Paul - - - - - - - - Detroit, Mich.
Rowe, James - - - - - - - - - - - Montgomery, Ala.
Rucker, David Hunt - - - - - - - - Wyandotte, Mich.
Russell, Robert Frederick - - - - - - - - - Merrill, Wis.
Sanborn, Alonzo Berkeley - - - - - - Jersey City, N. J.

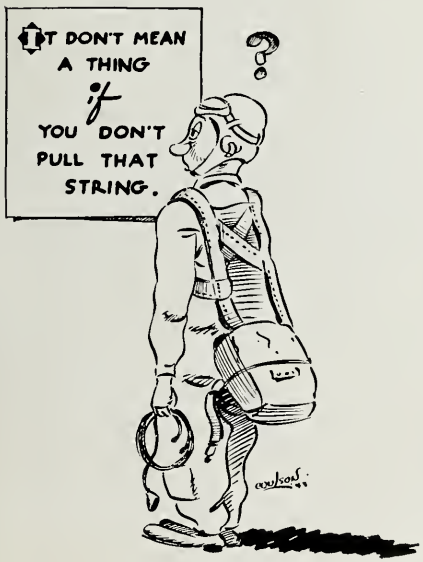
Schieve, Edmund - - - - - - - - - - Irvington, N. J.
Schmid, Norman Eugene - - - - - - Carthage, N. Y.
Scott, Ferdie Wallace - - - - - - - - - - Amory, Miss.
Shaw, Dan Lester - - - - - - - - - .- Okla. City, Okla
Shedlarz, Eugene - - - - - - - - New York City,N. Y.
Shortlidge, Joseph Bacon - - - - - - - - Rochester, N. Y.
Simon, Melvin Solomon - - - - - - - - Newton, Mass.
Sims, John Russell - - - - - - - - - - - - Mattoon, Ill.
Sims, Robert Edward - - - - - - - Wapakoneta, Ohio
Smith, Eugene R. Jr. - - - - - - - - Wynnewood, Okla.
Smith, William Henry, Jr. - - - - - - Uxbridge, Mass.
Smock, Wilbur Aaaron - - - - - - - - Neptune, N. J.
Snoddy, James Edward - - - - - - - - - - Jasper, Ala.
Sorrentino, Peter Angelo - - - - - - Brooklyn, N. Y.
Spears, Alexander Campbell, Jr. - - - Higginsville, Mo.
Sprinkle, Donald E. - - - - - - - - - - Hillsboro, Ohio
Stanger, William Thomas - - - - - Princeton, W. Va.
Starkey, Jr., Alonzo Lycurgas - - - - - Kerrville, Texas
Steinberg, Abraham - - - - - - - - New York, N. Y.
Stelljes, Lewis Verdun - - - - - - - - Wakefield, R. I.
Stephenson, Thomas Cogley - - - - - - - - Altoona, Pa.
Stillings, Oakley Reade - - - - - Johnson City, N. Y.
Stoddart, Henry Archibald - - - - - Rochester, N. Y.
Stultz, Eldon Lee - - - - - - - - - - Waverly, Ohio
St. John, David Edmond - - - - - - - - Navgatuck, Conn.
St. Laurent, Bernard Charles - - - - - - Bay City, Mich.
Story, Girard Hale, Jr. - - - - - - - - Newington, Conn.
Sussman, Julius - - - - - - - - - - - Trenton, N. J.
Sweet, Allyn Rogers - - - - - - - - New York, N. Y.
Tachick, George Edmund - - - -Iron Mountain, Mich.
Taylor, Wallace Charles - - - - - - - - - Kent, Ohio
Thoman, Byron R. - - - - - - - - - - Liverpool, N. Y.
Thomas, Frank Graff - - - - - - - - Collingswood, N. J.
Underwood, Gaylord Elmer - - - - - - Detroit, Mich.
Vendetta, Richard N. - - - - - - - - Fancher, N. Y.
Waddington, Eugene Harold - - - - Rochester, N. Y.
Wade, Frank James - - - - Whitehouse Station, N. J.
Wagnecz, William George - - - - - - Garfield, N. J.
Wagner, Leonard - - - - - - - - - - - - Chicago, Ill.
Ward, Lester Burbel - - - - - - - - Phillipsburg, N. J.
Watson, Joseph Loring - - - - - - - - Quincy, Mass.
Watson, William La Velle - - - - - Fairmont, W. Va.
Webb, James S. - - - - - - - - - - - - - Boston, Ga.
Weise, Gerold Willis - - - - - - - - Mayville, N. Y.
Weiss, Cornelius F., Jr. - - - - - - - - Brooklyn, N. Y.
Welker, Clude Henry - - - - - - - - - Belmar, N. J.
White, Nathan Colman - - - - South Coventry, Conn.
Whyte, Roberts Downing - - - - - - - - - Wayne, Pa.
Wilkes, Aaron - - - - - - - - - - - New York, N. Y.
Willis, George Hunter - - - - - -Grand Haven, Mich.
Windisch, Wilfred Denning - - - - - Compton, Calif.
Wirth, Jack Stanton - - - - - - - - - - Pittsburgh, Pa.
Wisner, Allen Jacob - - - - - - - - - - Lowell, Mich.
Woodruff, Harvey Wesley - - Roanoke Rapids, N. C.
Woods, William Henry, Jr. - - - - - - - Philadelphia, Pa.
Warrell, Everett Eldridge - - - - - - - Richmond, Va.
Wright, William Gerald - - - - - - - - Fresno, Calif.
Yaryan, Robert Harvey - - - - - - - - Berkeley, Calif.
Yearsley, Robert William - - - - - - - - Swissvale, Pa.
Yerkey, Douglas - - - - - - - - - - - Goodrich, Mich.
Yost, Harry Phillip, Jr. - - - - - - - - - Ingomar, Pa.
Young, Ted George - - - - - - - - Mt. Vernon, N. Y.
Youngmark, Don Ernest - - - - - - - - - - Dixon, Ill.
Zarelli, Michale Louis - - - - - - Long Island, N. Y.
Zatezalo, Nick - - - - - - - - - - - - - Bellaire, Ohio
Zeitlin, Herbert - - - - - - - - - Laurelton, L. I., N. Y.
Zimet, Arthur - - - - - - - - - - - Great Neck, N. Y.
Zirbel, Ray Louis - - - - - - - - - - - - Hartford, Wis.

Now For A Crack At Basic

THE "BURMA ROAD"!

"GIG-HAPPY"





A PACKAGE FROM HOME IS ALWAYS WELCOME!

OFF WE GO..!
BASIC

Windsock

Class 44B

1, 2, 3, 4

6T

PUBLISHED BY THE AVIATION CADETS
OF CLASS 44-B, 11TH ARMY AIR FORCE.

Supervisor
EDWIN W. SEAGER
2nd Lt., A.C.

Editor
A/C WALKER A. DIAMANTI

Associate Editor
A/C RALPH W. EICHEMBERGER

Cover Design
A/C VANCE R. NOTDBY

• • • Dedication

TO OUR INSTRUCTOR:

For the tense, grueling hours, diligently spent in our instruction.

For the worry, hope, patience, and forgiveness, so graciously given.

For the leadership, so tactfully shown—We, the Class of 44-B, most respectfully dedicate this, our issue of

The Windsock

GENTLEMEN OF THE GRADUATING CLASS OF 44-B:

You wanted wings!

Your desire to fly and to fight has caused you to overcome all trials and difficulties which have beset your path. For this you deserve praise and great credit. My personal congratulations to you all.

With no desire to minimize your accomplishments thus far, it is, nevertheless, deemed appropriate to caution you that the remainder of your training will continue to present problems and difficulties which you must overcome.

However, with God's help and a continuation of the effort you have displayed here, you should succeed magnificently and be a credit to the service whose uniform you wear.

JOHN S. FOUCHE, JR.
Major, Air Corps,
Commanding

FLYING TRAINING

E. R. Bane, Capt., A.C.
Director of Training

L. A. Garner, Capt., A.C.
Director of Flying Training

Alvin R. Holman, 1st Lt., A.C.
Air Inspector

R. J. Kerlinger
Civilian Director of Flying

Pete Larson
Group Commander

COMMANDANT OF CADETS

R. J. WOJCIEHOWSKI, 1ST LT., A.C.
Commandant of Cadets

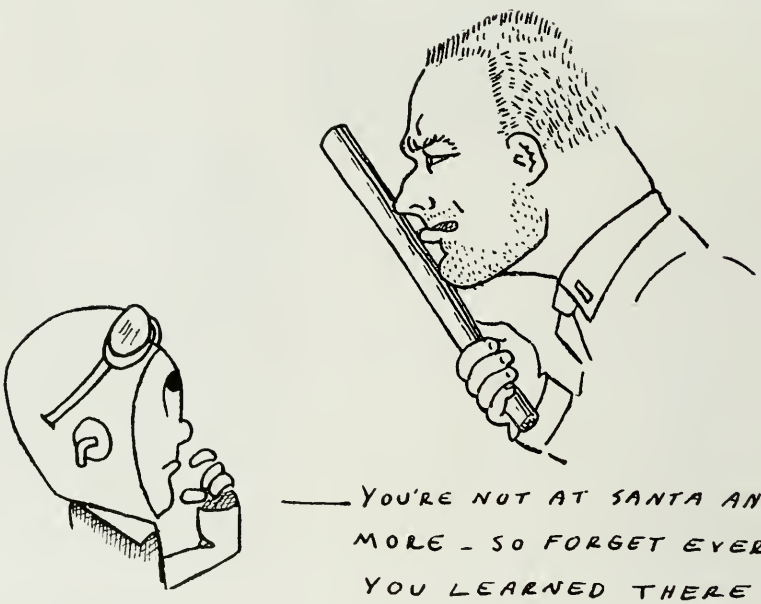
MY MOST sincere congratulations upon the successful completion of your Primary phase of flight training.

You have accomplished a difficult job in an excellent manner. As you go on from here you may feel proud of what you have accomplished and have full confidence in knowing that whatever it takes you have it.

The officers of the Cadet Detachment join me in wishing Class 44-B the best of luck in your future training.

ROMAN J. WOJCIEHOWSKI
1st Lt., Air Corps,
Commandant of Cadets

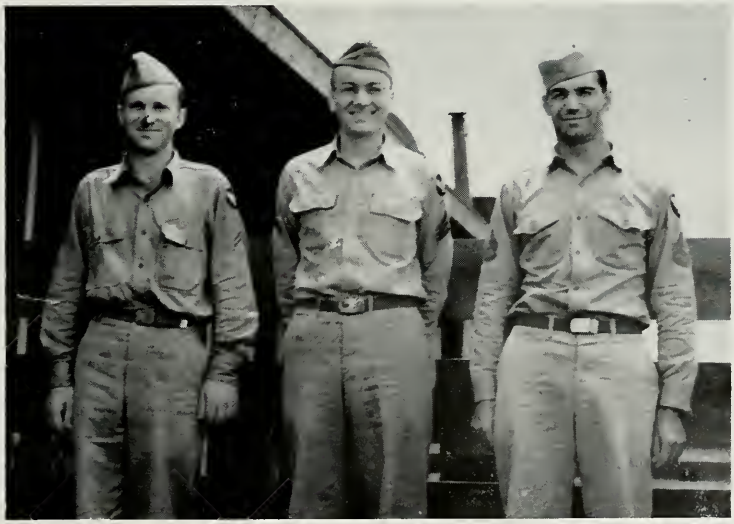
W. E. LELOUDIS, 2ND LT., A.C.
Assistant Commandant of Cadets



LEE WILLIAMSON
1st Lt., M.C.
Surgeon

MEDICAL

CHARLES D. MARPLE
1st Lt., M.C.
Assistant Surgeon



GROUND SCHOOL

MR. MATSON

MR. DACH

MR. THERRIEN

MR. WILLETT

MR. HORTON

MR. ULM

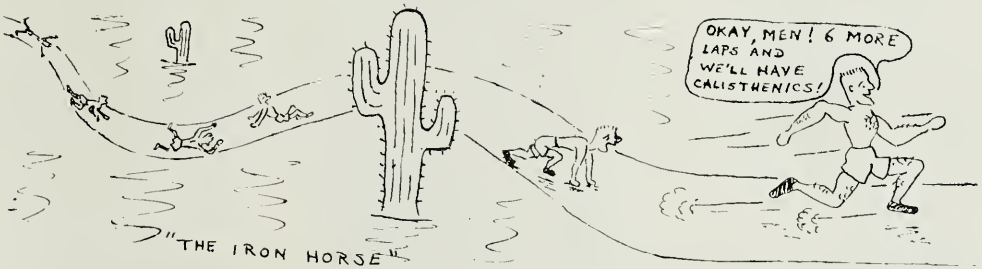
MR. ROSS

MR. PYE

The start

WM. G. HOWSMON, JR., 2ND LT., A.C.
Athletic Officer

PHYSICAL

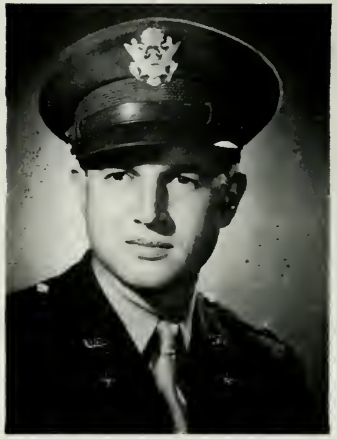


VASCO L. PUCCI, 2ND LT., A.C.
Assistant Athletic Officer

TRAINING

The finish

J. F. Wear, Capt., A.C.
Executive Officer



J. D. Keller, 1st Lt., A.C.
Adjutant

ADMINISTRATION OFFICERS

A. V. Clark, 2nd Lt., A.C.
Assistant Adjutant

C. F. Perkins, 1st Lt., A.C.
Air Depot Detachment

EDWIN R. BANE
Capt., A.C.

LEE A. GARNER
Capt., A.C.

ALVIN R. HOLMAN
1st Lt., A.C.

FLYING OFFICERS

PHILIP M. PHILIBOSIAN
2nd Lt., A.C.

CARL H. MEYERHOLTZ
2nd Lt., A.C.

RICHARD L. OLCOTT
2nd Lt., A.C.

WILLIAM J. NOLAN
2nd Lt., A.C.

TACTICAL OFFICERS

EDWIN W. SEAGER
2nd Lt., A.C.

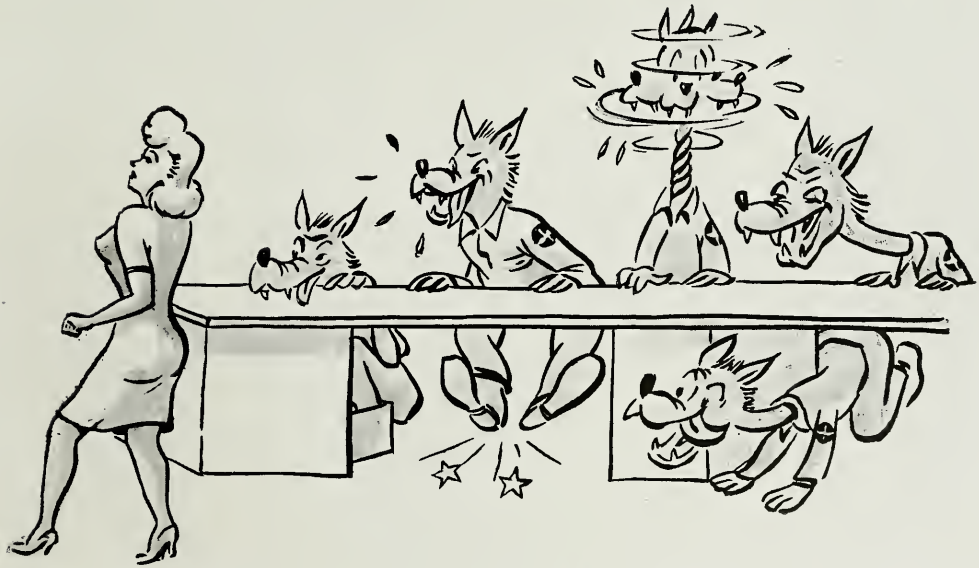
WILLIAM G. HOWSMON
2nd Lt.. A.C.

NORVAL W. JASPER
2nd Lt., A.C.

WILMER M. HAMMOND
2nd Lt., A.C.

VASCO L. PUCCI
2nd Lt.. A.C.

DOLLAR RIDE

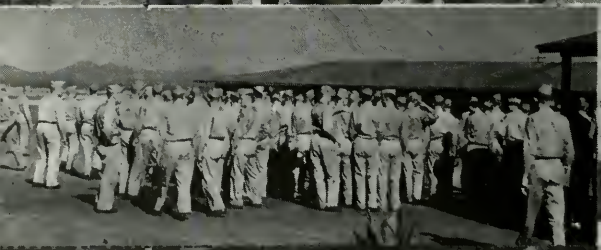


Who Said Cadets Were "Beavers?"

1.

5.

6.



8.

10.

1. Ah, joy!; 2. "Cross-tee," Duffield on the lookout; 3. "E" Flight what again?; 4. "Pah-rade-Hest;" 5. By order of Lt. Wojciehowski!; 6. Clear your desks!; 7. Hot Dog—P.T. next!; 8. This doesn't hurt a bit—does it? 9. Yeah man! 10. Richter and friends.

"A" Flight Commander
L. A. DIDDY

Squadron Commander
J. C. TATE

"B" Flight Commander
R. P. MILLER

Squadron 1

M. N. BROWN
What Cheer, Iowa

L. A. DIDDY
(Instructor)

D. BROWN, JR.
Ideal, South Dakota

F. CALABRESE
Elyria, Ohio

L. L. BRASHEARS
Graham, Texas

J. P. BROSMAN
Oakland, California

R. E. MILLER
(Instructor)

N. L. BACKSTROM
Raymond, Nebraska

C. O. BRANSTAD
Thompson, Iowa

J. W. BROWN
Long Beach, California

J. R. BRYSON
Hollywood, California

L. S. BENNETT
Arlington Heights, Illinois

W. G. HUTSON
(Instructor)

J. P. BROSNON
Oakland, California

W. G. BURTON
Independence, Missouri

A. J. BUKOVICH
Milwaukee, Wisconsin

BANES

R. M. CARPENAR
Calhoun, Missouri

D. H. ASIRE
Cary, Illinois

J. I. SATHER
(Instructor)

W. E. BOWMER
Los Angeles, California

A. J. BRAUCHMAN
Varina, Iowa

E. B. BROWN, III
Winnetka, Illinois

R. V. BOWERS
Huntington Park, California

H. L. BROWN
Chicago, Illinois

W. A. BETKE
Bronx, New York

V. K. McKINLEY
(Instructor)

H. C. BELOT
Milwaukee, Wisconsin

C. F. BIRT
East Cleveland, Ohio

L. K. ALLBRIGHT
Burbank California

C. E. BEDARD
Springfield, Massachusetts

J. B. BURNETT
Petaluma, California

J. M. BARNES
Wapello, Iowa

R. ROBINSON
(Instructor)

A. M. CARLOMAGNO
Chicago, Illinois

D. D. BIXLER
Gary, Indiana

R. E. BLUE
Kalamazoo, Michigan

L. J. ANDERSON
Ticonderoga, New York

N. ANDERSON
Kansas City, Kansas

L. R. BARNES
Bellflower, California

E. HARVEY
(Instructor)

G. F. BOWLES
Los Angeles, California

J. G. BARBER
Los Angeles, California

G. D. BROWN
New York City, New York

M. G. APT
Buffalo, Kansas

R. W. BIGGER
Los Angeles, California

R. STINSON
(Instructor)

R. B. ANDERSON
Wichita, Kansas

W. A. BATES
Wyandotte, Michigan

R. GIORDANO
(Instructor)

G. K. ALM
Craig, Montana

E. E. BIVINS
Denver, Colorado

R. H. CARLSON
St. Paul, Minnesota

W. W. BEECHER
Brooklyn, New York

LT. W. G. FRANCIS
Little Rock, Arkansas

C. P. BAKER
Cinda, Kentucky

J. BICKLE
(Instructor)

H. E. BRINKMAN
Clarksville, Iowa

R. C. ANDREWS
Cedar Rapids, Iowa

W. J. BRIDSTON
Pasadena, California

F. ROGFRS
(Instructor)

G. W. AHRENDT
Luverne, Minnesota

A. BROWDER
Modesto, California

B. L. BUCKANAN
Little River, aKnsas

I. BERG
Los Angeles, California

J. E. BAUGH
Denver, Colorado

R. R. CUMMINS
(Instructor)

J. CAYO
Iron Mountain, Michigan

H. O. BRACHT
Independence, Missouri

R. R. BECRAFT
Memphis, Missouri

LT. P. E. FOUST
Washington, D.C.

A. M. BOJRAB
Fort Wayne, Indiana

M. W. MASONVILLE
Detroit, Michigan

JOY M. WEST
(Instructor)

W. MORTON
Loacuning, Maryland

A. H. HANNY
Firth, Indiana

H. V. McCONCHEA
Springfield, Ohio

H. J. HURREL
Coldwater, Michigan

H. W. BLOCK
Davenport, Iowa

R. WINNER
(Instructor)

J. G. BREES
Chickasha, Oklahoma

E. C. BROWN, III
Rockville Centre, New York

W. BOISSEVAIN
Greenough, Montana

J. ALLEN
Oklahoma City, Oklahoma

R. R. CAMPBELL
Greensboro, North Carolina

L. R. ALCORN
West Union, Iowa

G. A. HOUDEK
(Instructor)

R. C. BATES
Bruno, Minnesota

W. B. CARTE
Pocatello, Idaho

J. L. ARMOUR
Superior, Wisconsin

J. G. BEEGLE
Hammond, Indiana

J. E. BONNEY
Breese, Illinois

C. A. CATHEY, JR.
Burbank, California

K. H. JOHNS
(Instructor)

H. F. CANNAR
Portland, Oregon

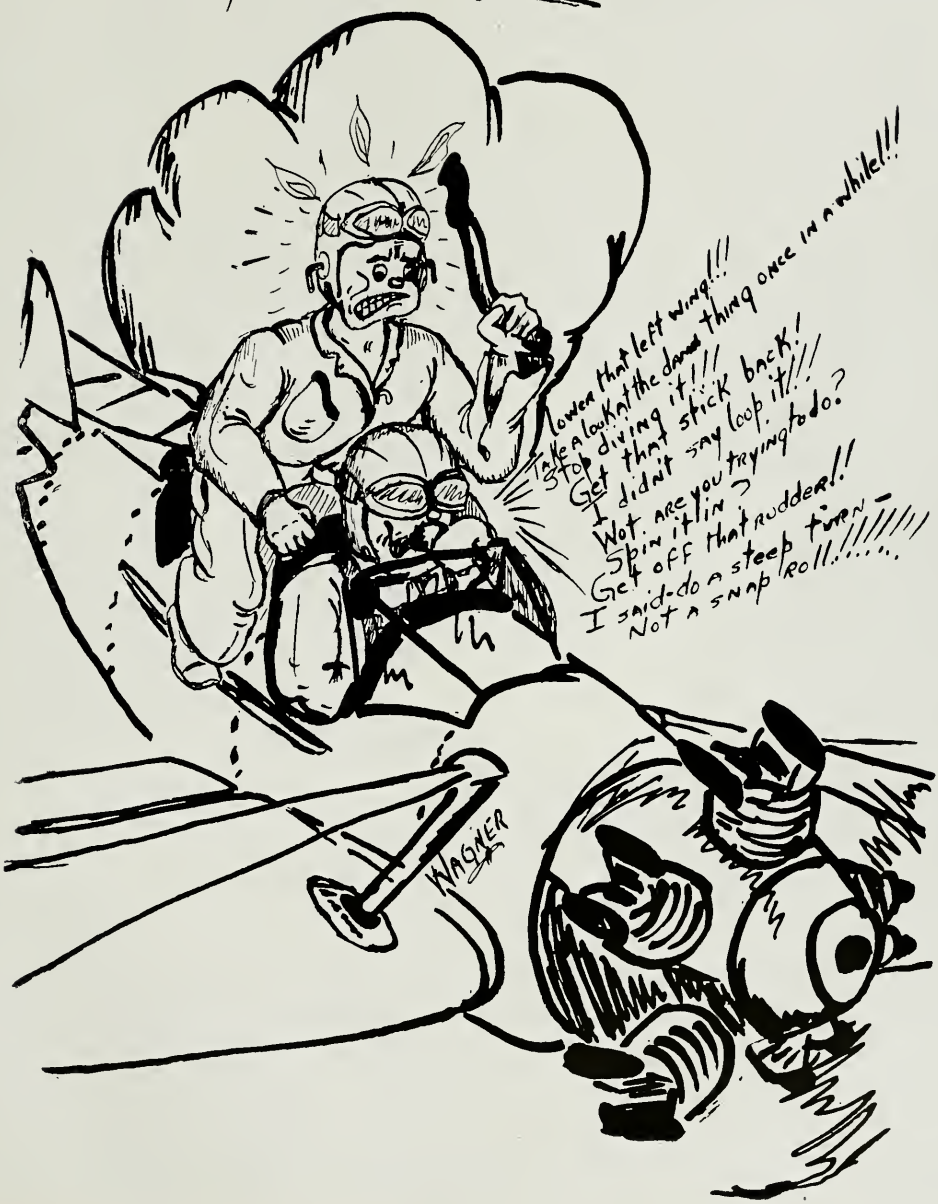
J. K. BREEN
Charlestown, Massachusetts

R. W. CAMPBELL
Laurel, Iowa

D. J. BROADBENT
Bason City, Iowa

G. H. BROWN
Bason City, Iowa

Many A Student's Dream..!



93
679

"C" Flight Commander
L. S. COLEMAN

Squadron Commander
M. M. LONGANECKER

"D" Flight Commander
J. C. BAILEY

Squadron 2

J. H. FELTZ
Huntington Park, California

O. A. WALKER
(Instructor)

R. C. FINLEY
Vancouver, Washington

W. A. DIAMANTI
Helper, Utah

R. S. DERRA
Chicago, Illinois

C. E. CLEMENS
Spickard, Missouri

W. C. COLLINS
Cambridge, Massachusetts

W. A. CROOK
Sheridan, Wyoming

L. S. COLEMAN
(Instructor)

D. E. DRURY
Troy, Ohio

L. S. EASTMAN
Wenatchee, Washington

R. W. CHWATEK
Prtage, Pennslyvania

R. F. CONERTY
Indianapolis, Indiana

R. J. DANIAL
Jonesboro, Tennessee

R. R. KESSLER
(Instructor)

C. P. GILLISON
Chicago, Illinois

A. E. CHRISTIANSON
Sioux Falls, South Dakota

R. W. EICHENBERGER
Portland, Oregon

V. R. CLARKE
Des Moines, Iowa

D. C. GRANA
Dormont, Pennsylvania

J. N. DENEND
Long Beach, California

M. M. JAY
(Instructor)

D. D. CHASEY
Topeka, Kansas

W. L. CRISWELL
San Diego, California

D. D. DERRICK
Tatum, New Mexico

R. C. GREENMEYER
Los Angeles, California

R. L. CURRY
Horicon, Wisconsin

R. M. FRELICK
Chicago, Illinois

W. KHRONE
(Instructor)

B. EVENSTEIN
Chicago, Illinois

R. E. DEMING
Minneapolis, Minnesota

R. F. CIBULKA
Wavwatosa, Wisconsin

R. A. CHALMERS
(Instructor)

F. A. DEIBEL
Saginaw, Michigan

M. C. COY
Danvers, Minnesota

J. A. FAWSON
Long Beach, California

L. M. COUGH
Des Moines, Iowa

LT. D. J. PODSKOCH
Swoyerville, Pennsylvania

C. H. HARVEY
(Instructor)

CAPT. H. T. WARE, JR.
Endicott, New York

A. D. CHAPIN
Glasco, Kansas

D. L. CHAMBERLIN
Midland, Michigan

M. W. GLOCK
David City, Nebraska

T. H. FREEMAN
Portland, Oregon

F. D. CUMMINGS
Los Angeles, California

A. R. LINDQUIST
(Instructor)

J. M. COOK
Riverside, Illinois

A. E. FOTHERINGHAM
Beaver, Utah

L. I. CHRISTIANSON
Hillman, Minnesota

J. C. DeMATTOS
Chico, California

R. CHRISTIAN
Modesto, California

K. L. DODENHOFF
Bakersfield, California

K. LA MAY
(Instructor)

V. L. DENTON
Great Benol, Kansas

L. W. EDWARDS
Los Angeles, California

R. E. DARBY
Pasadena, California

R. R. CLIFFORD
Salt Lake City, Utah

R. H. DOUGLAS
Boston, Massachusetts

D. J. DENFELD
Portland, Oregon

G. H. HOLSEGRAFE
(Instructor)

J. ELIADES
McGill, Nevada

F. L. GREER
Winslow, Arizona

E. A. DINGIVAN
New York City, New York

J. A. GARFIELD
Birmingham, Michigan

H. A. COURTOIS
Los Angeles, California

W. J. CORRIE
Anthon, Iowa

LT. OLLCOTT
(Instructor)

D. N. CHILSON
Los Angeles, California

J. N. DeBOISE
Springfield, Illinois

H. J. ECKSTEIN
Dayton, Ohio

A. K. MORITZ
(Instructor)

M. J. ELFBERG
Portland, Oregon

P. N. DAUGAARD
Onawa, Iowa

R. J. EDWARDS
Gig Harbor, Wisconsin

F. C. GLUT
Chicago, Illinois

L. W. GRAYBILL
Twin Falls, Idaho

S. M. CHILD
Los Gatos, California

L. M. STUTTER
(Instructor)

J. W. CHADBOURNE
Fairfield, California

F. W. DREVLO
Huntington Park, California

P. E. DAVIES
Waukesha, Wisconsin

R. E. CETON
Muskegan Heights, Michigan

A. D. CHILDS
Arlington, Oregon

"E" Flight Commander
J. P. HUDGIN

Squadron Commander
J. C. GIBSON

"F" Flight Commander
E. H. D'ATRI

Squadron 3

R. D. JAYNES
Sacramento, California

J. R. RUTHERFORD
(Instructor)

R. D. HINCKLEY
Ephraim, Utah

T. F. McCANN
Brooklyn, New York

A. E. McDONALD
Three Forks, Montana

H. KONOPKA
Dearborn, Michigan

C. HOLLENS, JR.
Ocean Beach, California

LT. W. B. KELLER
Kokomo, Indiana

G. A. DONNADIEU
(Instructor)

S. KEALHOFER, JR.
Austin, Texas

A. H. LEE
Portland, Oregon

W. H. McCAFFREY
Richmon Hill, New York

C. KOHN
Milwaukee, Wisconsin

R. E. McCLELLAN
Mason City, Iowa

P. M. HERRON
Long Beach, California

W. O. KEENEY
(Instructor)

F. W. JONES, JR.
Salt Lake City, Utah

J. A. KINTNER
Decatur, Illinois

W. M. McDONOUGH
East Weymouth, Massachusetts

D. E. HOENE
Milwaukee, Misconsin

L. M. HETLAND
Joliet, Montana

D. J. JANICEK
San Bernardino, California

P. J. HUDGIN
(Instructor)

D. E. HIVELY
Pittsburgh, Pennsylvania

H. E. LIVERS
Seattle, Washington

J. J. LALLY
Waban, Massachusetts

C. R. JOHNSON
Glendale, California

H. F. HUSUM
Des Plaines, Illinois

C. E. KEOUGH
(Instructor)

P. M. HOSPERS
Fairport, New York

J. P. HART
Warren, Ohio

C. J. HENNING
West New York, New Jersey

D. M. LESHER
Lincoln, Nebraska

S. E. JENKINS
Sebastopol, California

J. F. LESSMAN
St. Paul, Minnesota

I. A. JONES
(Instructor)

R. HARPER
Jacksonville, Florida

R. L. BRIBBLE
Greenwood, Nebraska

D. W. HAMILTON
Phoenix, Arizona

C. F. HALLBERG
Orange, Massachusetts

W. H. LEINBACH
Pottstown, Pennsylvania

W. JOLLY
Houghton, Michigan

W. M. ROGERS
(Instructor)

J. L. HUFFORD
Joliet, Illinois

R. D. McCLURE
Decatur, Illinois

K. . LLOYD
Kenneth, Missouri

J. S. KOT
Housatonic, Massachusetts

F. C. HANNAHS
Kenosha, Wisconsin

H. H. HILL
South Range, Wisconsin

H. S. HOYT
(Instructor)

A. GUNKLER
Fort Wayne, Indiana

J. T. McCORMICK
Tacoma, Washington

J. O. McHOOD
Decatur, Illinois

C. C. MARTENS
Drule, Nebraska

F. R. DEDEEN
Chicago, Illinois

T. J. RYAN
Cicero, Illinois

G. N. HARRIS
(Instructor)

A. PAWLIKOWSKI
Linden, New Jersey

M. J. MUSE
Canton, North Carolina

V. L. HASMUSSEN
Odgen, Utah

R. C. MATHEWS
Coral Gables, Florida

N. L. PAETH
Fremont, Ohio

C. B. HATHAWAY, JR.
Salt Lake City, Utah

A. C. CHRISTENSEN
(Instructor)

H. F. HEDLUND
Chicago, Illinois

R. C. JEWELL
Berkeley, California

J. B. MARLOW
Seattle, Washington

D. F. HOOD
Santa Monica, California

W. C. McDERMOTT
Warren, Ohio

R. H. JARVIS
Salt Lake City, Utah

E. GREENE
(Instructor)

C. M. JOHNSON
Hollywood, California

J. A. HIGDON, JR.
Tucson, Arizona

L. F. McCAULEY
Chrisman, Illinois

J. C. LOWRY, JR.
Memphis, Tennessee

J. B. HANKS
Houston, Texas

C. L. LARET
Glendale, California

I. L. ANDERSON
(Instructor)

H. C. MARTIN
Waterbury, Conneticutt

G. C. KAISER
Rosemead, California

W. C. KLOPP
St. James, Minnesota

E. E. GROTEWOLD
Larchwood, Iowa

J. P. McCLELLAN
Batabia, New York

W. W. LEMKE
Garner, Iowa

C. L. BROWER
(Instructor)

C. N. KELLER
Schuyler, Nebraska

H. W. JUBE
Lennox, California

H. A. LUDEMAN
Denver, Colorado

G. E. IRWIN
Long Beach, California

K. L. LICHTENBERG
Storm Lake, Iowa

DID'JA EVER SEE?

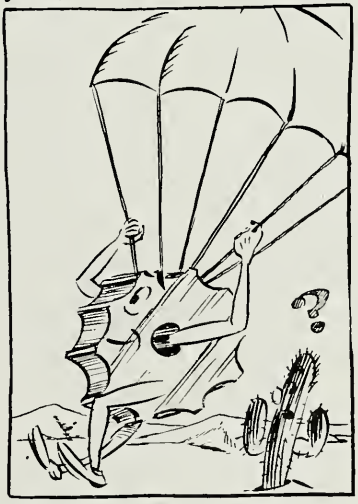
A WING STRUT

A DUST DEVIL

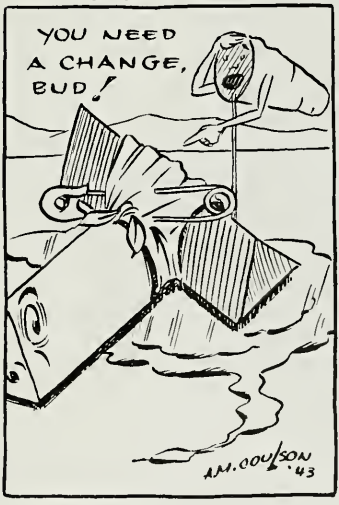
A JOY STICK

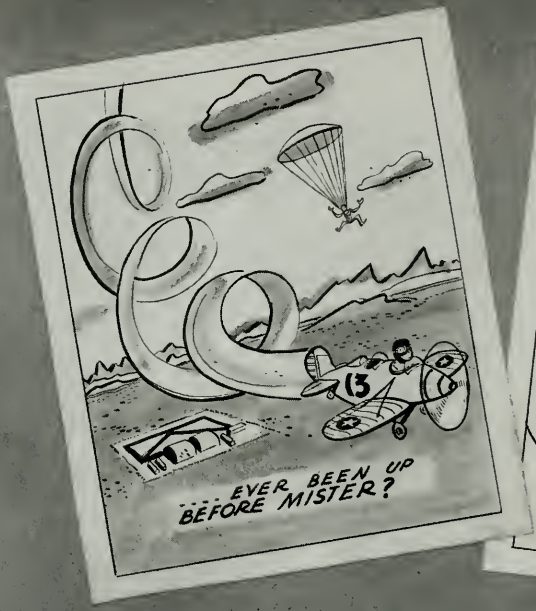
A PROP WASH

A LANDING GEAR



A TEE CHANGE




13
EVER BEEN UP BEFORE MISTER?

13
RIGHT RUDDER FEELS A BIT TENSE MISTER!

SNAP
HIS SNAP-ROLL WAS A LITTLE CRAPPY!

WHAM
ZOOM
HE WASN'T NERVOUS JUST QUICK!

"G" Flight Commander
R. F. TAYLOR

Squadron Commander
J. B. KNOX

"H" Flight Commander
H. TULLEY

Squadron 4

C. H. READOUT
Eldora, Iowa

R. W. DARLING
(Instructor)

W. C. SCHERZ
Berdeley, California

J. L. MAZE
Arkansas City, Kansas

R. H. RINDAL
Duluth, Minnesota

M. L. ROBBINS
Norton, Kansas

K. H. ROBBINS
Collins, Iowa

R. H. SCHMIDT
Milwaukee, Wisconsin

H. TULLEY
(Instructor)

A. P. PANOS
Sacramento, California

H. E. MICHELS
Lebonon, Oregon

C. J. HENNIG
New York, New Jersey

D. M. LESHER
Lincoln, Nebraska

S. E. JENKINS
Sebastopol, California

C. S. RUSHTON
San Francisco, California

D. E. SMITH
(Instructor)

R. N. SCHMIDT
Orland, California

G. C. MORAN
L ansing, Michigan

C. C. PARSHALL
Canfield, Ohio

K. J. RAWLING
Milwaukee, Wisconsin

G. B. RAWLINGS
Provo, Utah

R. E. SANDERS
Pomona, California

P. P. DOWLING
(Instructor)

C. L. PETERSON
Des Moines, Iowa

J. R. PFARR
Indianapolis, Indiana

J. S. O'BRIEN
Gloversville, New York

W. L. SARGENT
Pasadena, California

J. W. PETTIT
San Gabriel, California

LT. L. D. KORMAN
Brooklyn, New York

G. C. ABELL
(Instructor)

J. L. RIGBY
Mount Vernon, New York

S. G. PASSEN
Chicago, Illinois

C. R. MORSE
Battle Creek, Michigan

LT. B. E. JONES
Shreveport, Louisiana

F. O. PARRISH
Portland, Oregon

W. H. RICE
Clearlake Oaks, California

V. D. MATHENEY
(Instructor)

V. R. NORDBY
Grand Forks, North Dakota

G. NOYES
Redondo Beach, California

L. G. RUFFIO
Pelham, New York

N. J. RAHE
Cdear Rapids, Iowa

K. S. MILLAR
Grayville, Illinois

R. D. MOORE
Des Moines, Iowa

J. DOLLAHITE
(Instructor)

R. L. SALLEE
HoHllywood, California

D. M. MORRISON
Waltham, Massaehusetts

F. R. OLSSON
Boston, Massachusetts

D. E. SCOTT
Rio Linda, California

G. E. O'HALLORAN
Woodlake, Nebraska

M. M. RABINS
HHollywood, California

J. R. RATHJEN
(Instructor)

P. O. ROLLAND
Bode, Iowa

P. E. SCHURR
Manitowoc, Wisconsin

J. A. WILSON
Jackson, Wyoming

W. R. REEBE
Mill Valley, California

J. W. ROGERS
Warfren, Minnesota

J. D. MORIEARTY
Lincoln, Illinois

H. COPENHAVER
(Instructor)

H. G. SAMUEL
Johnston City, Illinois

H. H. SIBLEY
Sacramento, California

D. E. MORRIS
Phoenix, Arizona

L. W. MORRIS
Oklahoma City, Oklahoma

R. V. MONTAGNO
Maspeth, New York

Santa Monica, California

R. W. BORDEN
(Instructor)

J. PANCALDO
New York City, New York

J. I. OTIS
Fitchburg, Massachusetts

E. H. SCHILLER
Hollywood, California

J. E. RIORDAN, JR.
Cedar Rapids, Iowa

H. E. RUSSELL
Bryte, California

F. C. TAYLOR
(Instructor)

R. E. RASMUSSEN
Oroville, California

G. H. MASTERS
Sheridan, Wyoming

C. J. PETERSON
Sacramento, California

C. R. SCHNEIDER
Dallas, Texas

W. G. RIGBY
Reno, Nevada

J. HOCKER
(Instructor)

M. A. OAKS
West Plains, Missouri

R. W. RANDLE
Long Beach, California

R. W. PREBLE
Wareham, Massachusetts

M. N. THALL
San Francisco, California

W. L. MERRILL
Coolidge, Arizona

W. N. CLARK
Upper Darby, Pennsylvania

J. C. BAILEY
(Instructor)

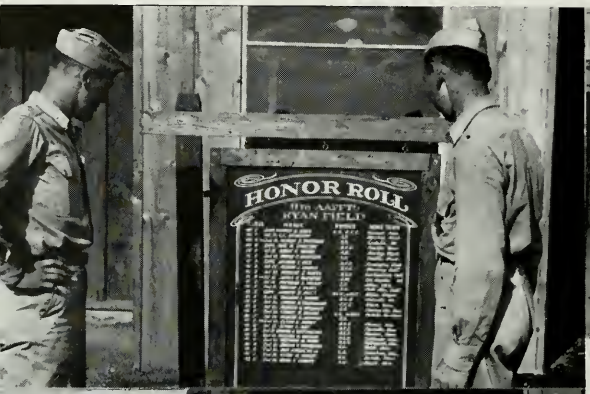
R. L. COLEMAN
Junction City, aKnsas

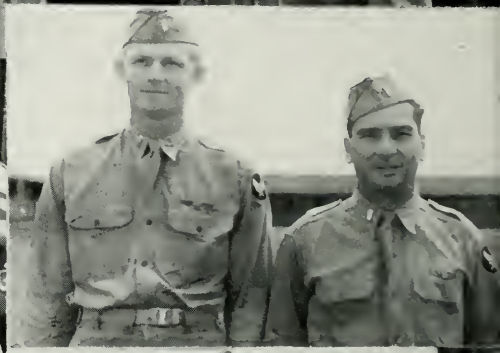
L. M. CONNER
Sacramento, California

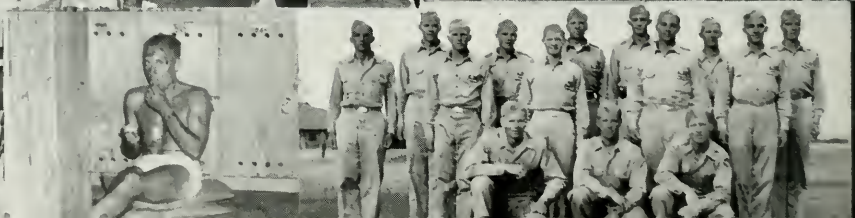
T. CROFT
Fort Worth, Texas

R. CHENEY
Grand Junction, Colorado

PERSONALIT







IES AT RYAN

It's all yours, Mister, take it around once.

A LOOK BACK

• We leave old Ryan Field now, to rush to basic. We will rush from basic to advanced; and we will rush till we get to Tokio. We must rush for we are a crew of new fliers—essential war material—and all essential war material is labeled, "RUSH."

• Yes, we are rushing along "H.P." lane—but often, quite often, we will laconicly, lazily look back to our first days of flying. We will think dearly of Ryan, then! We will think of those beloved supermen who taught us to fly—"They are probably starting in on another green bunch, Wow! What a job!" We will think of our officers—"What a group of gentlemen they were." We will think of our "bunk buddies" —"Wonder where 'Herky' is now?"

• So that our thoughts may be brightened, and our memories fresh, we take with us our "Windsock."
• "For those times when we want to fall on our bunks and—look back—."

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AVN/C G H MERERRIECKS